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A SENSATIONAL SEASON

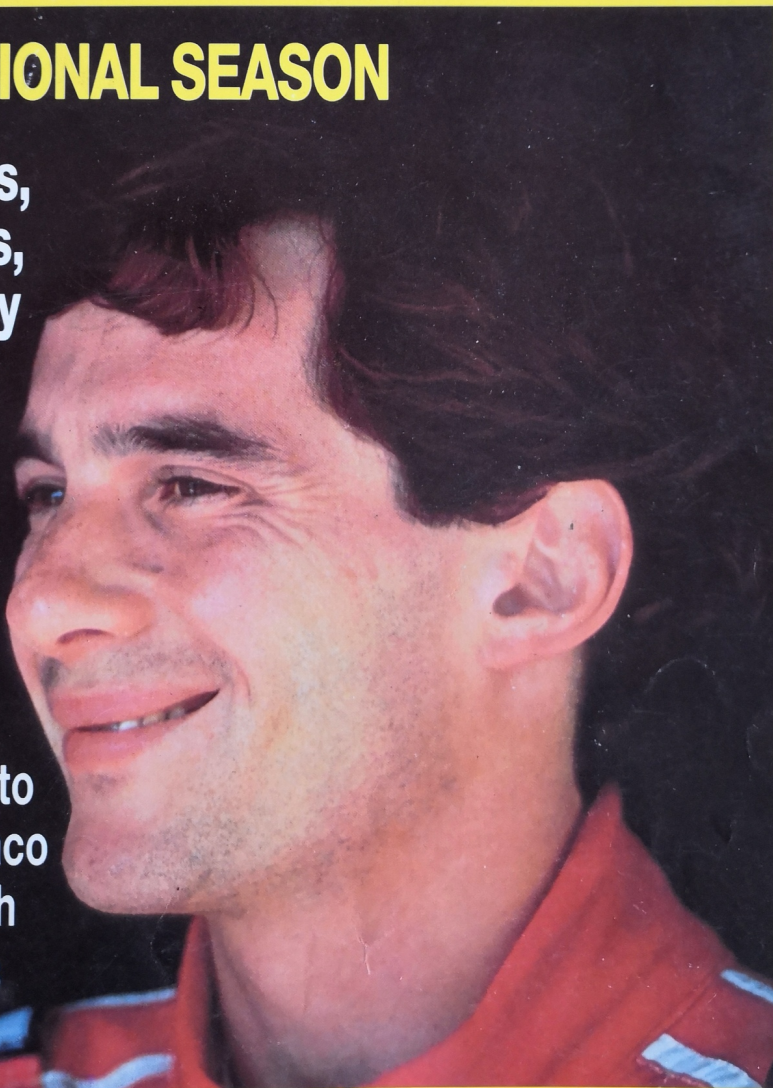
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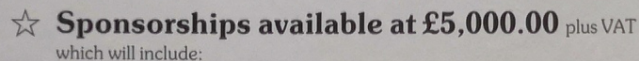
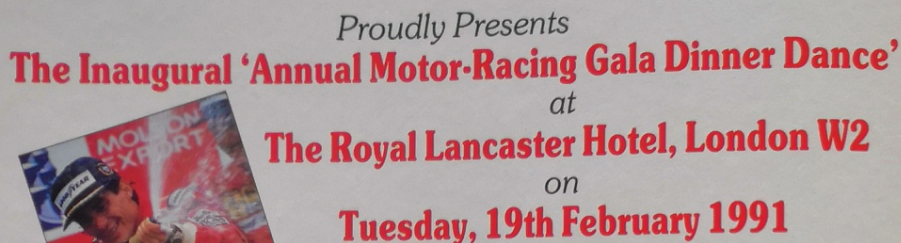
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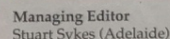
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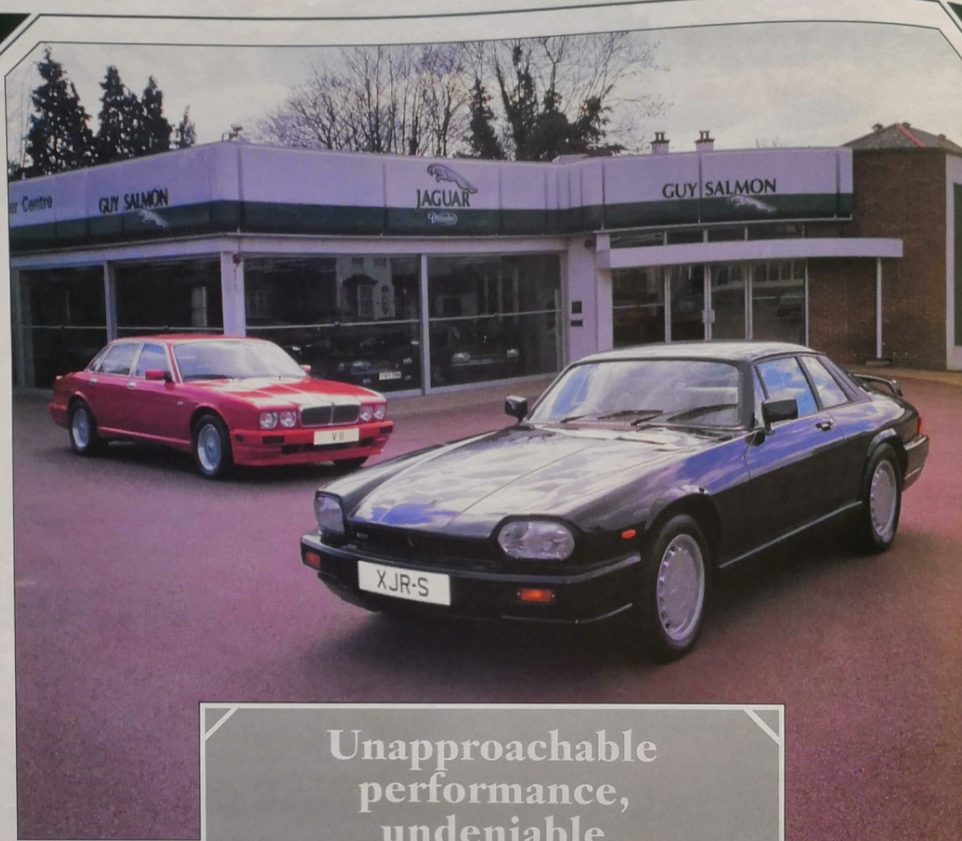
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POLE POSITION

The Editor's Page



The sight of a human being in pain is painful in itself. In Adelaide for the climax to the 1990 season, Alain Prost clearly was a man in pain. Stung by a cruel verbal assault from Ayrton Senna, enraged by statements attributed to him in his national press, the former World Champion built around himself a wall of silence not even those closest to him could penetrate. The spectacle of that silence, in the post-race press conference, was paradoxical: should we dismiss these two sporting giants for the pettiness of their behaviour, or ought we to sympathise with the plight of a man struggling to retain the dignity for which he has so long been known?

For dignity was a quality much in evidence in Adelaide. It entered in the shape of Juan Manuel Fangio, the living link to the first-ever World Championship race, who was diplomacy itself in his refusal to attribute blame for the Suzuka incident that scarred the season's end. And when Fangio's arch-rival from their racing days, Stirling Moss, arrived at the Maestro's press conference, the spontaneity of their embrace drew applause from a press corps not known for its sentimentality. A few short weeks before, the same reaction had greeted the "reconciliation" between Prost and Senna that ended their 18-month feud...

It was already clear that in Senna Formula 1 possesses perhaps its most enigmatic World Champion. A man with enough sensitivity to weep when speaking of the unfortunate Martin Donnelly, a man with an apparent religious conviction - and yet with the steel to disregard danger even when he is not the only one under threat.

In Adelaide, Prost's obvious torment turned the Professor himself into a suitable case for study. His problem, he asserted, was that of a human being, not merely a racing driver - as if, somewhere, a boundary exists be-

tween the two that cannot be broken down.

While Fangio kept his own counsel about the Suzuka incident that scarred the season's end, others were prodigal with theirs, not least of all Jackie Stewart in his on-going assertion that a record so disfigured by accidents makes Senna something less than worthy company for the World Championship's hall of fame. FISA has announced the setting-up of a Commission of Inquiry into Safety - a move to be welcomed if the right people are asked to sit and deliberate. But who decides who the right people are?

Denied the climax to the World Championship it deserved, Adelaide then saw these goings-on threaten to overshadow the great occasion we were celebrating: the 500th race in World Championship history. Two men saved the day, for in the end we were treated to a marvellous motor race. Nelson Piquet fought like a tiger to defend his lead, while "The Lion" Nigel Mansell, in his last race for Ferrari, gave us all a salutary reminder: when the talking stops, the man who gives his all to the race is the winner in the end.

PE



Two faces of Adelaide 1990: The Lion: Mansell...



...and the Maestro: Fangio

KEEPING TRACK



October 1, Didcot: Nigel Mansell is confirmed as the Canon Williams number one driver for 1991, an announcement ending weeks of rumours that he is to reverse his decision to retire from Formula 1 at the end of this year. At the same time Riccardo Patrese is confirmed as Mansell's teammate. "It always seemed to Williams that a Number One drive in a frontline team might help them to persuade him [Nigel] to change his mind", an official release states, adding this comment from Frank Williams: "We are very optimistic that Nigel and Riccardo, plus a renewed push from Williams and Renault, will get us to the front next year."

October 2, Seville: Martin Donnelly continues his stable recovery from the multiple injuries he suffered in his terrible accident during first qualifying for the Spanish Grand Prix at Jerez. The Ulsterman is visited by his parents from Belfast in Seville's Virgen de Rocio hospital.

October 3, Wymondham, Norfolk: Johnny Herbert is reported to be on official standby to take Martin Donnelly's place in the Camel Lotus at the Japanese and Australian Grands Prix. Lotus, meanwhile, says it has no exact explanation for the cause of Donnelly's crash. Team Manager Rupert Manwaring says: "The

wreckage of the car is not yet back from Spain. The damage was incredible and what was left was not a lot. There are no photographs of any use and no film of the accident. We have spoken to reliable eye-witnesses and while we are still not sure what happened we must assume something broke."

October 3, London: Martin Donnelly is transferred from Seville to the Royal London Hospital via air ambulance to Gatwick and helicopter.

October 3, Donington Park: Ivan Capelli tests the new Ilmor V10 engine in a Leyton House chassis for the first time. Team Manager Ian Phillips says he is delighted at the tests and the fact that the whole Ilmor programme is on time.

Ligier recruit Erik Comas



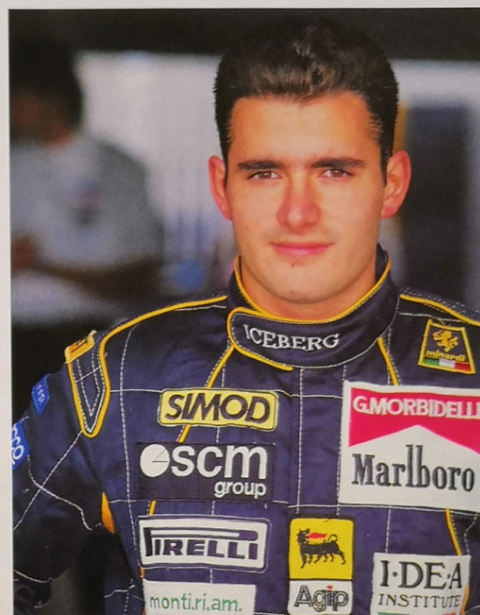
October 4, London: Bernie Ecclestone indicates his intention to stop Grand Prix drivers from playing teams against each other in contractual negotiations, according to reports. The FIA Vice-President says he will not allow what Jean Alesi did in 1990 to happen again.

October 5, Paris: Erik Comas is announced as the new number two driver for Ligier alongside Thierry Boutsen in 1991. Comas signs a two-year deal to drive Lamborghini-engined Ligiers in 1991 and Renault-powered cars for them in 1992. His arrival means the departure of Italian Nicola Larini, who will move to the new Modena Lamborghini team for 1991. Eric Bernard and Aguri Suzuki re-sign for ESPO Larrousse, still seeking engines for 1991.

October 5, Faenza, Italy: Gianni Morbidelli signs for the Minardi team with immediate effect and will race for them in the Japanese and Australian Grands Prix, and then alongside Pierluigi Martini in the Minardi Ferrari line-up next year. Morbidelli has a two-year contract which permits him to continue with his Ferrari testing activities. He is also named as Ferrari's reserve driver and the automatic replacement for Alain Prost or Jean Alesi should either be forced to miss a race.

October 6, Estoril: Ayrton Senna finishes top of the timing lists after five days' Goodyear testing in Portugal using Honda's new V12 engine. Mansell is second-quickest in his Ferrari, Riccardo Patrese next quickest for Williams. Stefano Modena, in his first test run for Tyrrell, raises many eyebrows by finishing fourth-fastest ahead of Alain Prost's Ferrari, Alessandro Nannini's Benetton-Ford and the sister car of Nelson Piquet, and Gerhard Berger in a V10-engined McLaren-Honda. Berger finishes the test with a sore neck after a heavy crash on the first day and flies to Innsbruck for a check-up.

October 7, Estoril: Nigel Mansell wins his first race of the year for Ferrari after a controversial start in which Mansell seemed to close down teammate Alain



Prost and allow the McLaren-Hondas of Ayrton Senna and Gerhard Berger into the lead. "It was the worst start of my career", says Mansell, explaining that he had severe wheelspin and the car nearly spun altogether. The result embitters Prost, who virtually concedes the world title to Senna and criticises the absence of Ferrari team orders.

October 9, London: Martin Brundle, it is announced, will be number one driver for Brabham Yamaha in 1991. "I am delighted to be returning to Formula 1 with Brabham", says the 31-year-old Englishman. "I am looking forward to working with the technical might of Yamaha and the new V12 engine."

October 10, Paris: The annual Plenary Conference of the member countries of FISA takes place. Delegates from 70 member countries approve all decisions of the World Motor Sport Council. Only one dissenter votes against a special motion concerning the CART

tempt to sew back the severed limb but refuse any prediction as to whether Nannini will be able to race again. Nannini, 31, had been enjoying his best season in partnership with Nelson Piquet.

October 16, Wymondham: Johnny Herbert is confirmed as replacement for Martin Donnelly in the Camel Lotus team for the Japanese and Australian Grands Prix. "Under the circumstances", says Team Manager Rupert Manwaring, "I can't think of a better driver or a more suitable substitute than Johnny. Any success he gets will reflect directly on Martin's hard work during this season."

October 21, Suzuka: The 1990 World Championship title race ends even more acrimoniously than the previous year's when Ayrton Senna's McLaren-Honda and Alain Prost's Ferrari collide in the first corner and are both eliminated. Senna, nine points clear of Prost, had attempted to have his pole

position moved from right to left of the track, failed, and stated afterwards the crash was one of the consequences. The bitterness of the quarrel between the two drivers resurfaces after their much-publicised Monza reconciliation. Meanwhile Roberto Moreno, drafted in as replacement for Alessandro Nannini, takes part in the first 1-2 result for Benetton behind race-winner Nelson Piquet. It is Moreno's best-ever finish, and Piquet's first victory for three years.

October 26, Milan: Piero Fusaro, vice-president of Fiat, says that Ferrari may withdraw from the World Championship next year (1991) if FISA fail to take satisfactory action on safety and driver conduct following the Prost-Senna collision in Suzuka. A letter is sent to Paris to the FIA president Jean-Marie Balestre demanding action. It followed - on the eve of the Australian Grand Prix when FISA announced the setting up of a Commission of Inquiry into Safety.

Get well soon, Sandro...



October 12, Siena, Italy: Benetton-Ford driver Alessandro Nannini loses part of his right arm and severely injures his left hand in a helicopter crash near his home. Doctors at-

There was a brief moment, during that period of confusing uncertainty over Nigel Mansell's future, when I thought he must be related to Mrs Mary Whitehouse. Agreed, it was not something Nigel had talked about, and he had not dedicated a victory to this tireless campaigner for truth and decency, although at that point I felt she might receive the honour in the fullness of time and the absence of anyone else. Anyway, events had led me to believe that our boy and this sincere, if slightly batty, old lady had a thing or two in common.

A couple of years ago, BBC Television ran 'The Singing Detective', a serial written by Dennis Potter. Don't ask me what it is about because I'm still not totally sure. It was mysterious, confusing, quite different to anything which had gone before, but very funny in parts and entertaining in a strange sort of way.

The main character, played brilliantly by Michael Gambon, suffered from psoriasis and the hospital scenes, some of which were humorously spiced with sexual innuendo, seemed to be continuously interspersed with shots of bare bottoms rising and falling in some woodland glade. All of which sent Mrs Whitehouse off the clock.

She launched a vigorous campaign against Potter, dismissing as a total irrelevance the fact that the writer suffered from psoriasis and therefore understood the suffering involved. His work, according to Mrs Whitehouse, was pure smut of the most dreadful kind.

Personally, I don't agree, but any sympathy for Mrs W. went straight out the window the other week when she gave the most outrageous inter-

ON THE OTHER HAND



THE MAURICE HAMILTON COLUMN

view on Radio 4. Mrs Whitehouse attributed Dennis Potter's psoriasis to the fact that "as a child he had seen his mother having sex with a strange man in the grass".

Mrs Potter, now 80-years-old, was upset by such an outrageous statement and promptly sued. The BBC apologised immediately and paid damages and costs. So where did Nigel fit into all of this?

Well, Mrs Whitehouse also issued an apology, but qualified it with the explanation that she had suffered a

"blackout" during the interview. "It was", she said, "quite evident to anyone listening to the tape that this was not the kind of remark I would make under normal circumstances and that I was not aware at the time that this was an inappropriate thing to say."

On July 15, Nigel Mansell called members of the press to the Ferrari motor home and told them he would retire at the end of the season. He said he wanted to put his wife and family first; take a year's sabbatical.

That seemed reasonable enough. It had been a tiring day and he was obviously and understandably deeply disappointed that a failure on his Ferrari had just cost him victory in the British Grand Prix. There was always the thought that he might change his mind although, at the time, he seemed genuine in his belief. He was to be admired for taking such a brave decision.

Within days, the rumours had started and they gathered pace with each succeeding race. Finally, eight weeks later at Monza, Mansell called together the British press once more and confirmed, quite categorically, that he would not be driving in Formula One in 1991. There had been offers, yes. But the rumours of a Formula One comeback were not true. And that was definite.

The denials continued, even as Mansell left Jerez three weeks later and headed for the Isle of Man with Sheridan Thynne, the commercial director of Williams Grand Prix Engineering, on board Nigel's private jet.

The following day, at 1 p.m., the world was told that he had signed a contract to drive in Formula One in 1991. Being charitable at the time, I could only assume that Nigel had suffered a Whitehouse Blackout during the preceding 11 weeks.

Let me say straight away that I am delighted that Mansell will be racing next season. Given his penchant for generating news and driving with such spirit, it can only be good for the sport. Without him, I am quite sure the popularity of Grand Prix racing would have suffered.

But the manner in which he handled his so-called retirement left a lot to be desired. In the immediate aftermath of the Williams announcement, it was interesting to note that the news received a mixed reaction from the media. No-one was openly hostile to it but, in many quarters, the reception was guarded and somewhat cool; a reflection, perhaps, on the manner in which the press had been deflected by a confusing campaign run by some-

one who appeared not to know what he was doing from one minute to the next. Why, though, go to the trouble of issuing such misleading statements? Why not simply make no comment?

In fact, it now appears that Nigel really did intend to quit Formula 1 right up to the moment the contract was signed on that Monday morning. The offer, apparently, was one he could not refuse. Hence the contradictory statements.

But it seems strange, does it not, that such a momentous decision made in July should be swayed all of a sudden by a wonderful offer. I mean, you are either going to retire or you are not. If there is the smidgen of a possibility that an offer might turn your head, then don't say anything in the first place. Or at least, not if you want to avoid upsetting members of the press who, believing and dutifully reporting everything you say, then look totally stupid when a U-turn is cheerfully announced.

For instance, it was galling for those reporters involved in Formula One to read the words of Stan Hey, the chief sportswriter of *The Sunday Correspondent*.

"Mansell's decision," wrote Hey, "seems to have had many observers of the sport in a tizzy. And yet to an occasional visitor to the Formula One world, it was perhaps the least surprising move of the year."

Well, he would say that, wouldn't he? And, the trouble is, I can only agree with such a statement, made from afar. But had Stan Hey been caught in the thick of the melodrama at each race; had he been looked straight in the eye by the man in question and told Formula One was not on his programme for 1991, then Hey's views might have been different. For once, a little knowledge was the least dangerous thing.

A more compelling read, I thought, came courtesy of *The Sunday Times*. In it, Stirling Moss gave his views on Mansell's decision. Recalling that Nigel had said he wished to put his family first, Moss wrote: "Remembering those words, it's all the more difficult to understand why he has changed his mind. In his statement it says that he himself is amazed that his decision has been reversed, which gives the impression he has been talked into it."

"I found that very worrying and hope this is not the case because the overriding reason for being a racing driver should surely be that you want to do it. And I do not like to believe that he originally announced his re-



Contrasting moods: with golfing mate Greg Norman at Silverstone...

...and surrounded by the press



tirement in a fit of pique."

Having discussed the decision not to quit, Moss then moved on to Mansell's driving talent and his ability to push himself to the limit.

"I have enormous admiration for Mansell because he can find so much within himself. He is not a born driver like Jimmy Clark, but rather a self-made one like Graham Hill. He manages to screw himself up to a point where he can turn in remarkable performances. What I find less acceptable, though, is that he does not do it all the time - perhaps because the strain on him is so great that if his car is not spot on, he says to himself: 'Why should I give everything?'"

"... It has always been easier for me," Moss goes on, "to admire a racer than a driver and sometimes Nigel is a real racer. But sometimes, too, he is not. I think there is a huge difference

in him when his adrenalin is running high - much more than in either Senna or Prost, who were born with their tremendous ability. These two are the best, but Mansell has flashes when he can match them."

Talk about damning with faint praise. It was interesting that Nigel should say nice things about Stirling at Estoril on the day when Mansell had scored his 16th GP win to equal Moss's total. I wonder if he continues to feel the same way after reading the great man's forthright views?

Certainly, Mansell seemed to run through his full repertoire of emotions in the Portuguese Grand Prix. He could sense a much-needed win in his nostrils and drove with all the flair and passion we have come to expect. There were the occasional lapses as he ran wide here and there, all dealt with in the usual thrilling manner.

Mansell - reunited with Sheridan Thynne





Victory in Portugal rekindled the Mansell spirit

What proved more difficult to reconcile was his behaviour at the start as his car mysteriously lurched towards Alain Prost's and allowed Ayrton Senna to sneak through the gap. And, if that tactic was curious, then his comparative lack of sympathy for Prost and effusive praise for

Some consolation prize!



Senna at the end of it all bordered on the absurd.

In a moment of pure frustration, it occurred to me in a flight of fancy that we needed Nigel to appear on that once celebrated quiz programme 'Take Your Pick'.

If this pioneering piece of broadcasting was before your time, then let me explain that it was, in retrospect, one of the worst and, at the same time, most compelling programmes of the day. The host, the late Michael Miles, was a big man who seemed to wear big suits and put contestants through the dreaded 'Yes-No interlude'.

This involved Miles attempting to get the poor sod to say either 'Yes' or 'No'. If they did, then a little man would bang on a gong to signal the end of game. Miles would give the nervous wreck 10 shillings for their trouble and they would catch the first bus home. Successful applicants would attempt to win a portable wireless, nylon stretch covers for the settee or a luxury weekend in Paris or Blackpool. Like this:-

Miles: "Your name is Nigel, isn't it?" Mansell: "I would just like to say how pleased I am to be on your programme, Michael, and I would like..."

Miles: "Never mind that, play the game! It is Nigel, isn't it?" Mansell: "Is... what, Michael?"

Miles: "Your name... Nigel Mansell,

that's your name, isn't it?"

Mansell: "You're trying to get me to say those two words, you rascal. Well, at this point in time, I've nothing to say except I'd like to dedicate..."

Miles: "You did say you'd retire..."

Mansell: "I did."

Miles: "Quite positive about that?"

Mansell: "I am."

Miles: "Won't change your mind?"

Mansell: "I can state quite categorically that I will not change my mind."

Miles: "You're positive about that?"

Mansell: "Quite positive."

Miles: "You didn't say no, did you?"

Mansell: "I did not."

Miles: "You live on the Isle of Man?"

Mansell: "I do."

Miles: "And that's where you are going to retire to in 1991?"

Mansell: "Ha, ha, you you can't catch me out like that Michael."

Miles (whispering): "Tell me, is Prost really a devious little sod?"

Mansell: "Yes! He's..."

BONG!

Miles: "Sorry Nigel..."

Mansell (mumbling): "I don't know what came over me. I don't normally say things like that. I must have had a blackout."

Miles: "Never mind. Here's your consolation prize - seven million quid and a drive with Williams-Renault."

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The World Champion's McLaren-Honda...

JAPAN

OCTOBER 21 1990

I could almost have dragged out last year's Japanese Grand Prix report and had it reset, for once again Suzuka acted as the springboard for yet another bout of acrimony in the happy little world of F1. Last year it was Prost, 65/35 against Senna, who stole the show and the World Championship. This year only the names were changed to infuriate the innocent, and the innocent was Prost.

At best, the overtaking move Senna tried to pull on him going into the first corner after the start, was rash. At worst, we had had to wait a full year, minus 46 laps, to appreciate just how fiercely burned the Brazilian's fire of frustration at being denied the 1989 title.

Ron Dennis spoke, not very convincingly, of "rough justice", yet he was secretly as disappointed as any other racing enthusiast at a move from Senna that threw his entire credibility as a driver into fresh question.

"There was never any change in his engine note," said one incredulous

David Tremayne

ous photographer, who still had trouble believing that he had seen the McLaren driver run straight into the back of the Ferrari as Senna hit it hard enough to snap off the Italian car's rear wing. "That tells you

Somehow his very calmness magnified the anger he felt

something, hey?" said Prost. There was no raving from the Frenchman, but somehow his very calmness magnified the anger he felt.

"I get paid the same whether I'm World Champion or not, you know? The World Championship is for sport, not war. What he did today is absolutely disgusting. Disgusting. Are we going to get to the point soon in racing where teams have one driver to take out

others, and one to race for victories? "Apart from anything else, no matter what he might think of me, I can't believe he would risk his own safety in a fifth gear corner on the first lap of a Grand Prix, with the whole field behind us."

The potential consequences of Senna's action don't bear thinking about, had either of them gone sideways, not been able to run into the sandtrap, and been hit amidst by even just one of the 23 other cars bearing down on them at 150 mph. What made Ayrton's action all the more incredible was that he had seen for himself what happens when an F1 car goes wildly out of control when he went to the scene of Martin Donnelly's accident in Jerez. I admired him tremendously for that, but Suzuka was something very different.

"I was balls out in fifth through there," said Prost. "He hit me so hard the rear wing broke off instantly. Think about that."

Whatever *entente cordiale* he and Senna had established in their



Prost takes his hat off to the new Champion.

First for the first time in three years — and Nelson headed the first Benetton 1-2.



much publicised, and welcome, handshake at Monza, it was now irrevocably torn into little shreds, never again to be integrated.

"I have said to you before, he tries to represent himself to the world as a man he is not. That's it with him. He has no value."

"I don't give a damn what Prost says," said Senna, and there was wary defensiveness in his tone despite his outward calm.

"This is what the organisers wanted. It would have been okay if I had started from the clean side of the grid."

What he referred to was his biting disappointment that the JAF had turned down his pre-race meeting request to have pole position relocated to the left of the start, on the racing line which, by definition, was cleaner. It was a perfectly valid request, made for perfectly valid reasons. Why should a man risk his all for two days to take what should be the most advantageous position on the grid, only to be penalised because it is on the dirtier, and therefore less grippy, side of the road? But to use that as an excuse for what looked like a pure and simple bout of bad temper ten

seconds into the start of the race, was to puncture the outer edge of the credibility envelope.

Despite the superior punch of the Honda V10, Prost got better traction at the start and had the Ferrari clearly in front, swooping from the left-hand side on to the ideal racing line, when Senna thrust his car up the inside, over the kerbs, and hit it up the back. He was not alongside. After the inevitable contact both spun into the sandtrap and out of the race. With his demise went Prost's last remaining chance of retaining his championship.

"When we got to the first corner I saw a gap and he did not open the door," said Senna. "Tactically speaking, Prost made a mistake, knowing I was going for the gap. I always do. Somebody who could not afford to take a chance, took one." He was referring to Prost's need to win at all costs if he was to stand any chance of winning the title in Adelaide.

Yet surely, Senna had done to Prost what he had so outspokenly criticised Mansell for doing to him in Portugal last year. After that he had accused Mansell of risking both their lives...

1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. FIFTEEN

JAPAN

He didn't see it quite that way. Instead, he spoke of Ferrari having the better car, of his ignorance of poetic justice. "I only know about psychological strength and the belief that you can do something. The Championship is about all of the year, about who has the most pole positions, the most wins, has led the most laps," and his voice rose with passion as he did so. And then he dedicated the victory, hollow or tarnished as it may have been, and that gave the greatest insight. "This Championship is for all those who fought against me last year. It hurt me a lot, but for them it is a

**Was this the absolute
creme de la creme of
motorsport, or a
demolition derby?**

demonstration of who the real champion is."

The entire episode left an aftertaste that made 1989's seem like honey, and once again sank the credibility of the FIA Formula One World Championship in the eyes of the world. Was this the absolute *creme de la creme* of motorsport, or a demolition derby? It was more akin to Parramatta on a Friday night.

There were, mercifully, one or two things that saved the Japanese GP, and it sorely needed saving. Last year Sandro Nannini scored his first — and what sadly seems will be his last — Grand Prix triumph once Senna had been displaced. Benetton came back to Suzuka still shaken from the helicopter accident that had nearly killed him only days before. Came with Roberto Moreno standing in as partner to Nelson Piquet. Gerhard Berger had led comfortably from Nigel Mansell when the two leaders departed in such undignified manner at the start, but Berger was gone a lap later, sliding into the same sandtrap when he misjudged the cleanliness



Suzuki and Suzuka: made for each other

of the corner. It was an error he could ill have afforded, in a disastrous year which had seen him win nothing.

Mansell then led, driving beautifully until a banzai restart after his lap 26 tyre stop banjaxed his Ferrari's transmission and put the final seal on his relationship with the team.

Moreno could have been forgiven for making mistakes, such was the pressure he felt within his head all weekend. It was not easy being promoted from the forgotten ranks of the prequalifiers to such an

elevated seat, yet he didn't put a wheel wrong all weekend. Better still, he matched Nelson's lap times throughout a race in which he had been obliged, after his race car stuttered momentarily on the warm-up lap, to race Nelson's spare. He did so superbly, and was clearly emotional at the post-race conference.

It was that, as you can read in Maurice Hamilton's feature elsewhere, that truly salvaged the race. Piquet, looking more tired perhaps than Moreno, was a beaming victor, Moreno his friend and "younger

Nakase: favourite son in the land of the rising sun.



(Alamy/Pascal Rondeau)

brother" quick to praise the career-long help Piquet has given him.

And then there was Aguri Suzuki, a brilliant third in a Larrousse Lola that proved more than a match for the understeering Williams Renaults that Riccardo Patrese and Thierry Boutsen nursed into lacklustre fourth and fifth places.

The Japanese should have feted their hero on the podium, for he is without doubt, as we have said before, the best of their race ever to sit in an F1 car. And his result was the best ever achieved by a Japanese driver, let alone by a Larrousse Lola or its soon to be withdrawn Chrysler Lamborghini engine.

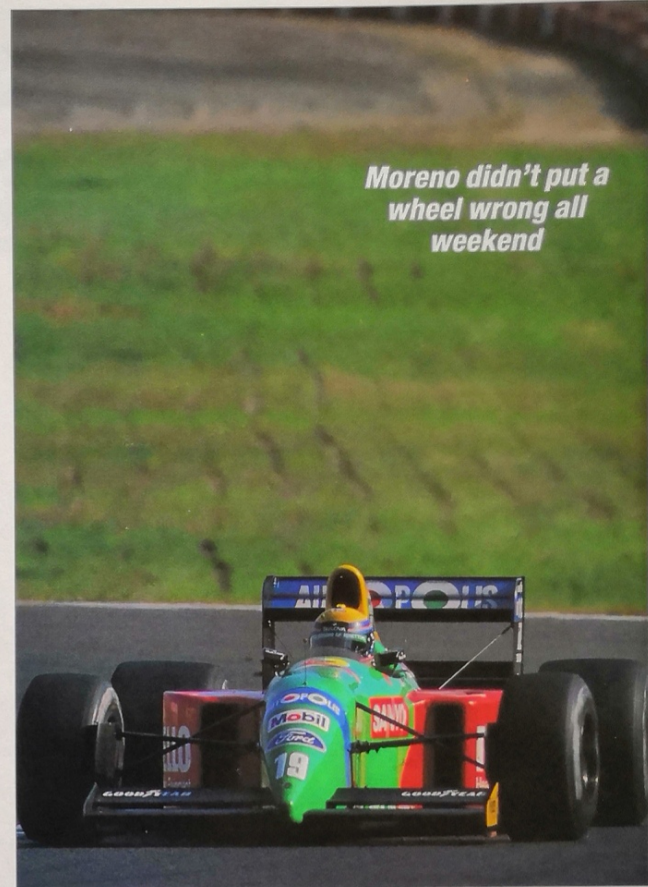
Instead, their real applause was reserved for Satoru Nakajima, Tyrrell's sole representative after Jean Alesi withdrew following a neck-straining accident on Friday. Nakajima hunted down the strengthened Lotuses of Warwick and F1 returnee Johnny Herbert, despite the grace with which both Britons conducted their awkward mounts, and came through to scoop the final point to a rapturous welcome. He may not be able to match Aguri for pace, but to the Japanese he is F1.

With Prost and Senna out the race had a curious "non-championship" feel to it, and the assorted Cosworth-powered Dallaras, Minardis, Ligiers and Arrows that were left by the half distance mark did little to enliven it. In a kinder world either of the Lotuses might have been allowed the luxury of a championship point, but broke instead, Warwick, unable to resist Suzuki's better handling Lola, finally retired when his gearbox broke for the second race in succession, while Herbert's engine quit after he had given another demonstration of his right to a full time F1 seat.

After this race last year FISA, in the form of the mercurial Jean-Marie Balestre, waged its sudden and justified war against Ayrton Senna when he and McLaren sought to have their "victory" reinstated. This time round Balestre, like Bernie Ecclestone, had given Suzuka a miss. Though he called every French television station to express his dismay, Monsieur le President did not elect to take further action.

Perhaps he and Bernie did the right thing not to attend. Conversely, aged and ailing Soichiro Honda was present to see his cars win. Like many who witnessed that first corner debacle, he went away disappointed and disillusioned.

**Moreno didn't put a
wheel wrong all
weekend**



This may be what did the damage...



(Alamy/Pascal Rondeau)

Johnny Herbert returned to Grand Prix racing in Suzuka as the Camel Lotus deputy for his injured friend Martin Donnelly. Herbert had not driven a Formula One car since a test session at Monza in August, but he was keen to impress. Timothy Collings reports.

FROM THE COCKPIT

"This year, I have been driving in Japan in Group C and Formula 3000. I needed to get lots of mileage behind me and it has been ideal for that. It also meant I had a chance to get to know the circuit here at Suzuka.

"On the other hand, I had not driven the Lotus since the testing at Monza in August and so I had a lot of work to do to familiarise myself with it again.

"That was the main job on Friday, but it still felt really good to be back in a Grand Prix car again. I was a bit unlucky in the morning because my race car stopped out on the track with an electrical problem and I had to walk all the way back to the pits. I lost a lot of time with that.

"But it was a bit of good luck too though because I had the chance to switch to the spare car and I felt much happier in that than the race car. It felt much better. I started to really feel part of the car — not just a passenger in it.

"My race car just didn't seem to have as much grip as the spare car, so I concentrated on setting that during final qualifying by using one set of race tyres and then just one run on qualifiers.

"It went okay and it felt good, but I also felt I needed more time to get used to it — especially getting used to the brakes again."

In the opening free session, Johnny clocked 1:46.569 to finish up 25th quickest. In the afternoon, he improved and clocked 1:43.111 to finish up 15th on the provisional grid.

"I talked to Derek, of course, and he gave me some help, but he didn't let me know all the tweaks. You can't expect him to really. He is a racing driver too. I know I feel a lot fitter than the last time I drove in Formula One and all the talk about my accident at Brands Hatch in 1988 and the injuries is really in the past now.

"The circuit is pretty slippery off-line. It seems a lot more slippery than usual, as I remember it. I



suppose a lot of the reason for that is that there was no pre-qualifying session to clean it up."

On Saturday, Johnny's hard work on Friday paid off and he turned in another impressive day's work to finish up 15th on the grid, just three places down from team-mate Warwick, in spite of one incident in the afternoon when he cut off the infamous Suzuka chicane.

"I was still getting used to everything again but it was a big improvement on Friday. My second set of qualifying tyres blistered early and in the last corner before the end of the lap the car started snaking really badly as the rear tyres lost grip. I had to ease off, otherwise that lap might have been a high forty."

"At the chicane, I just missed my braking — and missed it. I went straight across the sandtrap and out the other side. They pulled me up for it and I got a warning. I did it here in Formula 3000 too — virtually the same thing. They disqualified me then so I knew I wouldn't get the time anyway. It was a mistake.

"The warm-up on Sunday morning was all right. I did about a ten-lap run I think and it was good. It went quite well really. The time was a bit inconclusive because everyone was going out on fresh tyres and some people were throwing in the odd lap.

"I thought I had a chance of

finishing about sixth or eighth. The surface of the track was a lot cleaner on Sunday morning. The first couple of laps were a bit slippery and then once the rubber went down it was a lot better and quicker.

"These two races have given me a good opportunity of showing well. I know a lot of people still talk about

There is a real buzz about coming back to F1

my feet but as far as I am concerned they are 100 per cent now but I have got to prove it with results really and I think if I can do it in the last two races this year then it should hopefully be enough.

"That is the major thing. I did the test, but afterwards it was quickly forgotten. I had no worries about the car at all. You don't ask about safety. Martin's crash was just a freak accident. When you crash it all depends what angle you hit at — if you hit head-on you could be all right. When I had mine, I was lucky with the angle. And it was the same with Martin and he got thrown out of the car.

"The more I've got used to the car the more confidence I've had and the more animal I get! There is a real buzz about coming back to F1. The whole atmosphere is good. I'd forgotten how good it was. Especially here, the Japanese are so enthusiastic. I really enjoy it."

Johnny's race was full of promise and after starting 15th he reached ninth at the end of the opening lap and then went on to run sixth for three laps before pitting for tyres after 24 laps.

"The car was quite good. I was nursing my tyres to make them last for as long as possible. Unfortunately, the oil light started to flash around lap 25 and then the engine stopped all of a sudden on lap 32 and that was it. It was a bit frustrating but at least I have still got Australia to look forward to."

AT THE TRACKSIDE

1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP
RACE NO. FIFTEEN

JAPAN

Mansell confident about Canon Williams

Nigel Mansell revealed he will be supplied with two cars at all races and all testing next year when he returns to his former Canon Williams team. Speaking at the Marlboro press conference on the eve of opening qualifying, he said he had great faith in the team's ability to create and service a championship challenger for 1991. "Frank Williams and Patrick Head convinced me that we will be able to go for a world championship next year. Not only that, but for the first time in my career I will have a spare car at all racing and testing. This is an opportunity I have never had before and together with what Renault have promised is what made me review the whole situation (about retiring)."



... and pledges support for Prost

"I am working for Ferrari and for Alain this weekend and in Australia if necessary," said Mansell. "If I am in first place and he is second with a few laps to go, I will let him through. No problem. I am no threat to him this weekend."

Larrousse switch to Ford-Hart engines

Espo Larrousse F1 announced they will be using Brian Hart-prepared Ford V8 engines in 1991 when their drivers will be Eric Bernard of France and Japanese Aguri Suzuki. The team said the Hart deal was exclusive to them, Hart having switched over from Tyrrell who will be using Honda V10 power next year. Larrousse have been powered by Lamborghini V12s in 1990.



Arrows change name but keep drivers

Footwork Arrows announced on Friday that they were to change their name in 1991 to Footwork Porsche. The team said they were keeping Italians Michele Alboreto and Alex Caffi as their drivers with the Porsche V12 engine. The team had been known as Arrows for the last 12 years.

Alesi explains his switch to Ferrari

Jean Alesi provided the first news of the weekend with a frank explanation of why he rejected Canon Williams and left Tyrrell for Ferrari. The young Frenchman said he had signed for Williams at the beginning of this year for 1991 and 1992 and the announcement was due to be made at the French Grand Prix. After Phoenix and Monte Carlo, he said, Frank Williams told him he wanted to change the contract. "I waited to see this contract, but I never had it," said Alesi. "And after the French Grand Prix he said nothing to me." Alesi explained that he had learned of Williams' pursuit of Senna and had been puzzled by it as Williams had, in the first contract, signed him as "first driver with the T-car all season... I knew Senna was not going to Wil-

liams as the number two and with no T-car." Alesi said he felt this meant he was out and he therefore went and spoke to Williams again. "I said look, you gave me a contract, but only to block me. You don't want me very much." Williams asked him to wait, said Alesi, but he told him: "I will never drive for you. So then I talked to Ferrari and they gave me a contract." Looking ahead to next year at Ferrari, he said: "I will learn quickly. It is not a place for a debutant, but Alain Prost is there with all his experience and I hope to have a very good relationship with him. At this moment I am not number two nor also number one (at Ferrari). He is a driver who has a chance to win the championship and I will help. It will be my second full year and I will be happy to be open and listen to Alain in the team." Alesi was unable to drive in Saturday qualifying or Sunday's race because of a neck injury after crashing on Friday afternoon.

Three new faces in new places

Roberto Moreno was named as Benetton Ford's replacement for the injured Alessandro Nannini, who was severely injured in a helicopter crash the previous week. His nomination and move from Euro-Brun meant the Italian team did not enter. Nor did Life Racing which resulted in the routine Friday morning pre-qualifying session being called off, all the entrants taking part in the opening sessions. On Saturday, Moreno was named to drive for Benetton in Australia thus joining Johnny Herbert as a two-race deputy. The Englishman was called in by Camel Lotus for Japan and Australia as replacement for Martin Donnelly, who was severely injured in Spain. Italian Gianni Morbidelli, the Ferrari test driver, made his debut with Minardi after signing to replace Paolo Barilla for the last two races of 1990 and next year.

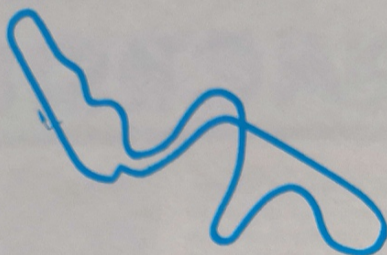
Compiled by Timothy Collings.

1990 FORMULA ONE
GRAND PRIX
RACE No. FIFTEEN

SUZUKA
JAPAN

21 OCTOBER 1990

Circuit length: 3.641 miles/5.859 km
Race distance: 53 laps (192.957 miles/310.527 km)



DRIVERS' WORLD
CHAMPIONSHIP

Pos.	Driver	Total
1	Ayrton Senna	78
2	Alain Prost	69
3	Gerhard Berger	40
4	Nelson Piquet	35
5	Thierry Boutsen	32
6	Nigel Mansell	31
7	Riccardo Patrese	22
8	Alessandro Nannini	21
9	Jean Alesi	13
10	Ivan Capelli	6
	Roberto Moreno	6
	Aguri Suzuki	6
13	Eric Bernard	5
14	Satoru Nakajima	3
	Derek Warwick	3
16	Alex Caffi	2
	Stefano Modena	2
18	Mauricio Gugelmin	1

CONSTRUCTORS'
WORLD
CHAMPIONSHIP

Pos.	Team	Total
1	McLaren	118
2	Ferrari	100
3	Benetton	62
4	Williams	54
5	Tyrrell	16
6	Larrousse	11
7	Leyton House	7
8	Lotus	3
9	Arrows	2
	Brabham	2



Strangest threesome in years!

OFFICIAL STARTING GRID

Alain Prost Ferrari 641	1.37.228	1	27	Ayrton Senna McLaren-Honda MP4/5	1.36.996
Gerhard Berger McLaren-Honda MP4/5	1.38.118	28	2	Nigel Mansell Ferrari 641	1.37.719
Nelson Piquet Benetton-Ford B190	1.40.049	20	5	Thierry Boutsen Williams-Renault FW13B	1.39.324
Roberto Moreno Benetton-Ford B190	1.40.579	19	6	Riccardo Patrese Williams-Renault FW13B	1.40.355
Pierluigi Martini Minardi M190	1.40.899	23	30	Aguri Suzuki Larrousse-Lamborghini 90	1.40.888
Ivan Capelli Leyton House-Judd CG901	1.41.033	16	11	Derek Warwick Lotus-Lamborghini 102	1.41.024
Johnny Herbert Lotus-Lamborghini 102	1.41.558	12	3	Satoru Nakajima Tyrrell-Ford 019	1.41.078
Eric Bernard Larrousse-Lamborghini 90	1.41.709	29	15	Mauricio Gugelmin Leyton House-Judd CG901	1.41.698
Emanuele Pirro Dallara-Ford BMS190	1.42.361	21	25	Nicola Larini Ligier-Ford JS33B	1.42.339
Philippe Alliot Ligier-Ford JS33B	1.42.593	26	24	Gianni Morbidelli Minardi-Ford M190	1.42.364
David Brabham Brabham-Judd BT59	1.43.156	7	8	Stefano Modena Brabham-Judd BT59	1.42.617
Michele Alboreto Arrows-Ford A11	1.43.304	9	10	Alex Caffi Arrows-Ford A11	1.43.270
			22	Andrea de Cesaris Dallara-Ford BMS190	1.43.601

Jean Alesi did not take the start due to a neck injury sustained in Friday's practice session.

RACE CLASSIFICATION

Pos.	Driver	No.	Nat.	Car	Laps	Time/Retirement
1	N. Piquet	20	Bra	Benetton-Ford (G)	53	1:34.36.824
2	R. Moreno	19	Bra	Benetton-Ford (G)	53	1:34.44.047
3	A. Suzuki	30	Jap	Larrousse-Lamborghini (G)	53	1:34.59.293
4	R. Patrese	6	Ita	Williams-Renault (G)	53	1:35.13.082
5	T. Boutsen	5	Bel	Williams-Renault (G)	53	1:35.23.708
6	S. Nakajima	3	Jap	Tyrrell-Ford (P)	53	1:35.49.174
7	N. Larini	25	Ita	Ligier-Ford (G)	52	
8	P. Martini	23	Ita	Minardi-Ford (P)	52	
9	A. Caffi	10	Ita	Arrows-Ford (G)	52	
10	P. Alliot	26	Fra	Ligier-Ford (G)	52	
R	D. Warwick	11	GB	Lotus-Lamborghini (G)	38	Gearbox
R	J. Herbert	12	GB	Lotus-Lamborghini (G)	31	Engine
R	M. Alboreto	9	Ita	Arrows-Ford (G)	28	Engine
R	N. Mansell	2	GB	Ferrari (G)	26	Broken driveshaft
R	E. Pirro	21	Ita	Dallara-Ford (P)	24	Engine
R	E. Bernard	29	Fra	Larrousse-Lamborghini (G)	24	Engine fire
R	G. Morbidelli	24	Ita	Minardi-Ford (P)	18	Spun
R	I. Capelli	16	Ita	Leyton House-Judd (G)	16	Engine
R	A. de Cesaris	22	Ita	Dallara-Ford (P)	13	Spun
R	M. Gugelmin	15	Bra	Leyton House-Judd (G)	5	Engine
R	D. Brabham	7	Aus	Brabham-Judd (P)	2	Spun
R	G. Berger	28	Aut	McLaren-Honda (G)	1	Spun
R	A. Senna	27	Bra	McLaren-Honda (G)	0	Accident with Prost
R	A. Prost	1	Fra	Ferrari (G)	0	Accident with Senna
R	S. Modena	8	Ita	Brabham-Judd (P)	0	Accident with Alliot



Weekend when the balloon went up...

Fastest Lap: R. Patrese (6) Lap 40
1.44.233, 125.742 mph/202.358 km/h
(G) - Goodyear tyres, (P) - Pirelli tyres.

FASTEST LAPS

20. 1.45.114	12. 1.46.463
19. 1.45.539	9. 1.47.094
30. 1.44.850	2. 1.46.272
6. 1.44.233	21. 1.48.506
5. 1.45.706	29. 1.47.518
3. 1.45.887	24. 1.48.865
25. 1.46.681	16. 1.48.035
23. 1.46.897	22. 1.49.761
10. 1.46.849	15. 1.49.471
26. 1.46.106	7. 1.54.765
11. 1.46.042	28. 1.49.573

- Senna's second World Championship title and 51st pole.
- Moreno's debut at Benetton and best result.
- Debuts for Herbert and Morbidelli at Lotus and Minardi respectively.
- First win for Piquet since he became World Champion in 1987.
- Suzuki's best finish and first Japanese driver to be on rostrum.
- Next round: Australian GP, Adelaide, November 4th.

NON QUALIFIERS

No.	Name	Car	Time
14	O. Grouillard	Osella-Ford	1.43.782
17	G. Tarquini	AGS-Ford	1.44.281
18	Y. Dalmas	AGS-Ford	1.44.410
31	B. Gachot	Coloni-Ford	1.45.393

- Grouillard lost power in his engine.
- Tarquini's race car experienced engine problems and his spare, transmission problems.
- Dalmas was involved in an accident whilst trying to avoid Gugelmin's spinning car.
- Gachot had clutch problems and lack of testing.

PREQUALIFYING

No Prequalifying took place as EuroBrun and Life did not go to Japan.

Message received loud and clear...



1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP RACE No. SIXTEEN



(Alamy/Pascal Bonifant)

AUSTRALIA

NOVEMBER 4 1990

It was sad, in a way, the manner in which so much of the 500th World Championship Grand Prix celebrations (so carefully and effectively put into operation by the Australians) should be tainted by the rancour of Suzuka.

Unfair, too, since the Aussies for the second year running had seen the Japanese GP not only steal their lime-light by settling the championship dispute prematurely, but also introduce the sort of bad feeling the sport can probably get by without. Okay, the local papers were able to fan up a lot of 'Grudge Race' copy, but it was an unhappy circumstance that what should have been one long celebration of the genre Grand Prix should be backdropped by backbiting.

It all began early, the moment Prost and Senna hit town. The latter landed running, holding a Thursday afternoon press conference in which he told the world, of Prost, "He makes me laugh. He has complained so much since 1988, about me, about Honda, about McLaren. Then this year about Goodyear, about his own team's

David Tremayne

management, about Berger, about Alesi, about his own team-mate..."

Senna wasn't laughing so much when Jackie Stewart interviewed him later that day for television, and posed some rather fundamental questions about the Suzuka affair. He nearly walked out then, and later was profane in his attack on Stewart and his interviewing techniques when the two met by chance in the McLaren pit.

There is no doubt that Ayrton believes he was the aggrieved party in Japan. "He believes totally everything he says," said Stewart. "But so did Hitler. Alain should have blocked the corner, but Ayrton accepted the sort of invitation that anyone else in racing history would have had the sense to turn down."

It wasn't funny last year watching Senna unburden his soul as he sought media help in the forthcoming fight against FISA. And by the same token it wasn't funny this year seeing how

cowed and depressed Prost seemed. The humiliation of proud, talented men never is. From the innocent party of Suzuka, Alain found a load of glibbie journalists swayed by the persuasiveness of Senna's rhetoric. Somehow, from being the man into whom somebody had driven a fortnight earlier, he had become the culprit. He shouldn't have left a gap for Senna to drive into, never mind that the gap plain wasn't big enough in the first place...

Senna won the war of words as Ferrari denied Prost the right of reply, and Alain himself decided that enough was enough. From here on in he wasn't going to unload himself only to have it thrown back in his unhappy face.

On track, Senna won everything going in qualifying by becoming the only man to lap the Adelaide track in less than 1m 16s, and he looked set for the 27th victory of his career when the green lights came on in weather that was a far cry from the 1989 monsoon. He would have appreciated the irony of that, equalling Stewart's tally of GP triumphs, but we were denied the in-

triguing prospect of the victor refusing to be interviewed for Channel 9 by JYS who, in such a situation, was quite happily prepared to tell the Australian continent just why the winner wasn't going to talk to it...

It went wrong for Ayrton on lap 62, but the seeds had already been sown thanks to the relentless pressure under which an ebullient Mansell had placed him in the early going. From third on the grid the Briton jumped past frontrow-man Berger on the second lap when Gerhard accidentally switched off his ignition as he tried to alter his fuel mixture control, and the way he kept Ayrton on his toes obliged the Brazilian to juggle with his brake balance to keep the McLaren in good enough shape to go the whole distance. When the balance went too far to the back Ayrton began having to slow the MP4/5B on the gearbox, and though Mansell's challenge evaporated, the damage had been done.

"Ah, Piquet. What a changed man the victor of Suzuka is these days, now that he has started trying again."

On lap 62 Senna fished for second gear and got only neutral, and there was nothing to do but steer off the road and into the tyres. His dominating drive - a marvel in difficult circumstances - was over.

When he'd been very close to the McLaren Mansell's brakes had been starved of cooling air and, with his tyres, began to go off, but when this happened just before his planned stop for fresh Goodyears he was obliged to keep going for two more laps so the tyre warming blankets in the pit could do their work. By the time he came in Nelson Piquet had deprived him of second place.

Ah, Piquet. What a changed man the victor of Suzuka is these days, now that he has started trying again. All weekend he looked in good shape, and as he went to the line he was secretly delighted with the Benetton's behaviour in the morning warm-up. It felt good on full tanks, and indeed it was good enough to take him past both Berger and Prost early on, and up to Mansell's Ferrari when Nigel struck trouble.



Not the heights David Brabham hoped to reach!



Berger - no hot shoe at the end of a fruitless season

Senna was way up the road, 26s to the good when he went off, and thereafter Nelson seemed to have it made, with a 10s cushion to Prost. The Frenchman might have all manner of problems, both personal and professional, to contend with, but I have never seen it reflected in his driving. In Adelaide he was his usual flowing, stylish self as gradually he closed on the B190. He wasn't running as much downforce as Mansell, however, and had also opted for slightly thinner brake discs. As they began to lose their efficiency towards the end, his challenge was stymied and it was Mansell who came rocketing up on to his tail and then swept ahead after a series of hot laps. The hobby bobby was going for it, blue light flashing.

He nearly made it, too. Might well have if he had been able to exercise greater control over his emotions once he had lapped Olivier Grouillard's tardy Osella on lap 69. Instead he weaved and waved his fist at the Frenchman - who later revealed that he was singularly unimpressed with such behaviour with some pithy comments - and lost four seconds. Back he came on the attack, though, and going into the final lap he made a do or die lunge past Stefano Modena's lapped Brabham at the end, appropriately enough, of Brabham Straight. It successfully took him past the BT59 in a dramatic swoop across its bows, and damn nearly took him into the Benetton's gearbox, but it wasn't quite enough. Piquet was the master of this



Mansell finished his Ferrari career with one of his finest drives

particular situation and roared home for Benetton's fourth GP triumph. It was his 22nd, and his first back-to-back since Hockenheim and Hungary in his 1987 Williams championship year.

What if the race had been a few laps longer? Nelson simply rolled his eyes dramatically. "No way could I have kept him off that long! I was absolutely on the limit."

It was a clean, well judged and deserved win.

Others, besides the yardstick Senna, didn't get their just deserts. Prost had to be content with third, which brought him to within seven points of Senna's championship-winning tally of 78, while Berger limped

the second McLaren home fourth, agonised by the same sort of right foot nerve pain that had hampered him at San Marino. Adelaide rounded off what has, for the likeable Austrian, been a truly disappointing year.

In his last race for Williams Thierry Boutsen was a lacklustre fifth from team-mate Riccardo Patrese, who had run ahead of him until a dramatic slide flat-spotted his tyres when he had to avoid Gianni Morbidelli's troubled Minardi in the first chicane on lap 21.

After sparkling - and spinning! - all through qualifying, Jean Alesi's last outing for Tyrrell reaped only eighth place behind Moreno, the Frenchman troubled for the final 20 laps by cramp

in his right foot. Roberto, desperately hoping to be retained by Benetton in 1991, impressed greatly in qualifying but was doomed to a tyre stop by running too little downforce and thus chewing up his first set of Goodyears.

Neither of the awful Lotus 102s finished, as if that was anything unexpected. In his last GP for the foreseeable future, poor old Derek Warwick drove mightily to run as high as eighth by lap 22, only to have his torsionally irigid gearbox casing start its usual flexing routine and chew up the internals by lap 44. Team-mate Johnny Herbert again showed he should be in F1 fulltime, and was up to 10th when his clutch failed. The Larrouses, by contrast, were in appalling state in

Welcome back, Nelson...



1990 FORMULA ONE GRAND
PRIX CHAMPIONSHIP
RACE NO. SIXTEEN

AUSTRALIA

Australia, plagued by mechanical and handling problems in qualifying and then sidelined by transmission failures early on. The Leyton Houses also bit the dust, with Capelli's predictable early charge blighted by a sticking throttle and Gugelmin's pursuit of Herbert terminated by brake failure.

Martini brought his Minardi home ninth despite its usual cracked exhaust, while Guy Ligier probably smiled when Larini and Alliot kept their cars off the walls all weekend and netted 10th and 11th slots. Beppe Lucchini breathed a sigh of relief as Andrea de Cesaris drove his last race for Scuderia Italia, his off in Japan having been the last straw for the Italian. For 1991 JJ Lehto will partner Emanuele Pirro, who succumbed to engine failure.

Thankfully, the battle between Piquet and Mansell brought some racing credibility back to F1, and in truth it was a damn good race, with a lot of interesting battles at various stages. And it was run without acrimony, even if much had preceded it. That, F1 also needed.

The 500th GP was one hell of a lot different to the first, back at Silverstone on May 13 1950, and one can but hope it might prove something of a watershed. During qualifying FISA officially announced its intention to set up a Special Commission of Inquiry for Safety, effectively to police driving standards as well as general standards of organisation and control. It will begin by examining events in the 1990 championship - do I detect potential for another winter of sudden discontent and bombshell news? - and taking appropriate action against those deemed to be guilty of questionable behaviour.

Betting on past hands may not be the answer, but the real impact of the commission, assuming it is properly staffed, will be seen in 1991. The way things are these days in the bastardised sport of F1, it is long overdue.

PE



The end of the 500th race

Senna dominated the weekend: did he get his just deserts?



Roberto Moreno scored a superb six points in second place in his first outing with Benetton as Alessandro Nannini's replacement in Japan. The Australian Grand Prix presented his last opportunity to claim a drive in the team for 1991. Timothy Collings reports

FROM THE COCKPIT



"On the one hand, I feel sad about taking this drive because of Alessandro Nannini.

But on the other hand I know it is the opportunity I have always been looking for. At last, I feel I am the right man in the right team in the right car at the right moment...I have settled in very quickly with the team and they have made me feel really at home. Everyone has been fantastic and I was really looking forward to the race.

"Before the start, I did not even think about next year. That is something I will worry about when I get back to Europe. I knew the less I had on my mind the better job I would do. I know too that I am not exactly 100 per cent fit mentally or physically for this sort of job yet. But I am keen to work on that during the winter. I feel really motivated again.

"After driving for Eurobrun it is nice to be in a team where I know I am only expected to be a driver and to concentrate on that. And of course it has been wonderful to work with my friend Nelson Piquet. He has so much experience and has taught me so much. I am very grateful to him."

On Friday, Roberto showed his gratitude by finishing seventh-fastest behind Nelson in the morning free session and then repeating the position while Nelson slipped to ninth in the afternoon. "I ran a set of race tyres first because I wanted to get used to a new set-up on my car," said Roberto. "It was one which had been decided on after Nelson had tried various set-ups in the morning. After a small adjustment to the front of the car, I put on the qualifiers and got a clean lap - not a fantastic one, but quite good. When I left the pits, there was oil in the Esses and I could have gone a bit faster on my quick lap. I wasn't sure whether the oil would have dried by the time I got back to the Esses.

"On Saturday, I used the race car after finding a good set-up in the morning but my first run on qualifiers

was spoiled by locking front brakes and I made two mistakes. When I came in, an oil leak was discovered, so I switched to the T-car. I used the first set again to check the set-up and I was happy with it. When I put on the second set of qualifiers, my lap was not so good - partly myself and partly problems with traffic. I tried another lap - but the tyres were gone before the finish. I was eighth on the grid and Nelson was seventh."

Roberto was disappointed with his race day. "I felt comfortable with the warm-up but I knew I had not done enough laps. I used a set of C's and a set of D's, but they gave me almost the same time. So, in the end, I used D's like everyone else in the race. I think I should have taken more downforce and tried to save the tyres more. The

setting of my car wasn't really right. Nelson opted for a bit more downforce and I think he was right. It was his experience paying off again. He saved his tyres, but I was slipping and sliding around too much. It was much better after I changed to another set but by then it was just a case of going the distance and keeping the car on the track. I had no problems except I just wasn't quick enough. It was a good pit-stop.

"I had no real incidents at all. It was just one of those races when I had to keep going and hoping. The two races with Nelson have been a great experience for me. Now I am just hoping for next year and planning to work hard. I have some possibilities - but I cannot say any more here today."

(Dominique Leroy)

PE

AT THE TRACKSIDE

1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP
RACE NO. SIXTEEN

AUSTRALIA

Fisa announce Safety Probe

The International Motor Sports Federation (FISA) launched a retrospective probe into safety on the eve of the race. From its headquarters in Paris, FISA issued a statement which caused a stir in the Adelaide Parklands paddock, initially prompting suggestions that it was attempting to take disciplinary action against Ayrton Senna following his collision with Alain Prost at the Japanese Grand Prix.

The statement said: "During the past few months, Formula One races have been the scene of numerous accidents and accidents in which several drivers have been involved. As a result of the evolution of the techniques and the behaviour of certain participants, the image of the World Championship, which ought to set an example for Motor Sport, has deteriorated.

"In order to re-establish this image quickly and efficiently, the President of the FISA has decided to create a Special Commission of Inquiry for Safety. This Commission, the line-up of which will be announced shortly, will have full authority to examine documents and evidence concerning the 16 Grands Prix of the 1990 season.

"Its job will be to establish objectively each person's responsibilities. The Commission's conclusions, which it will submit before the end of this year, will make it possible to judge the capacity of all the parties involved in the Formula One Championship: Organisers, Stewards, Officials, Teams and Drivers.

"The Commission will propose new texts to modify the regulations as from 1991 in order to improve the running of the Championship. It is according to the conclusions reached by the Commission that the FISA will or will not issue the Super Licences allowing license-holders to participate in the 1991 FIA Formula One World Championship."

Stewart prepared to serve

Former three-times world champion Jackie Stewart was quickly in the news. In Adelaide as a television commen-

tator, he said he was prepared to serve on the new Commission and criticised Senna for the number of accidents the Brazilian has been involved in during recent years. "I'm not looking for a job," said Stewart. "But when a job of this sort comes along and it is something which I feel very strongly about, then I have to say I would do it.

"I really feel it is the time for actions and not words. If they (FISA) choose the right people then it could have an impact on the sport."

Referring to the Suzuka accident involving Prost and Senna which sparked off the new controversy, Stewart said: "You never win a race on the first corner. But you can often lose a race on the first corner. If I had been in that situation (Prost's), I would have blocked that corner. I think Prost thought he was far enough ahead to use the racing line and that is why he moved to the left going into that fast fifth gear corner. He was wrong. But don't get me wrong. I'm not saying it's Prost's fault or Senna's fault. It was a racing accident. But Prost was walking where angels fear to tread."

About Senna, he said: "I could count on one hand the number of major collisions I had when I was racing. We've all won a couple of World Championships, and we all drove hard - Clark, Lauda, Brabham....If it is the same drivers who are constantly making contact, it is no coincidence."

Herbert hoping to stay with Lotus

After two outings in Japan and Australia, Johnny Herbert said he hoped to remain with the Lotus team in 1991 when, he said, he was confident they would be able to compete strongly again in the world championship. "This is a great team. A classic name and a team with great history. I feel very confident they will be back with a new budget next year and I want to be part of it." Team manager Rupert Manwaring said he believed 100 per cent that the team would survive intact despite the loss of Camel backing for next year. "There are three major parties interested in being involved

and I am sure something will happen soon. But I cannot tell you what."

Prost silent on rumoured retirement

Alain Prost kept a resounding silence on his future all weekend, fuelling rumours that he was considering retiring from Formula One after a decade at the top. He was also reprimanded by the stewards for walking out of the drivers' pre-race briefing and then failing to turn up for the traditional drivers' photographs.

Last Grand Prix for Derek Warwick?

Derek Warwick drove the last Grand Prix of his F1 career in Adelaide... or did he? The 36-year-old Camel Lotus driver moves into sportscar racing next season, but hopes to be back on the Grand Prix circuit in 1992.



He said: "I hope it is only temporarily my last F1 race. I made the decision to go to Jaguar not for the sake of driving sportscars, but because I don't want to stay in Formula One just for the sake of it. I feel I am a better driver than the options I was given — and I have to confess it has hurt more and more this weekend."

PE

1990 FORMULA ONE GRAND PRIX RACE No. SIXTEEN ADELAIDE AUSTRALIA

4 NOVEMBER 1990

Circuit length: 2.437 miles/3.778 km
Race distance: 81 laps (190.256 miles/306.180 km)



DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Ayrton Senna	78 pts
2	Alain Prost	71 •
3	Gerhard Berger	43
4	Nelson Piquet	43 •
5	Nigel Mansell	37
6	Thierry Boutsen	34
7	Riccardo Patrese	23
8	Alessandro Nannini	21
9	Jean Alesi	13
10	Ivan Capelli	6
	Roberto Moreno	6
	Aguri Suzuki	6
13	Eric Bernard	5
14	Satoru Nakajima	3
	Derek Warwick	3
16	Alex Caffi	2
	Stefano Modena	2
18	Mauricio Gugelmin	1

• Prost and Piquet dropped 2 points and 1 point respectively as only the best 11 results count

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos.	Team	Total
1	McLaren	121 pts
2	Ferrari	110
3	Benetton	71
4	Williams	57
5	Tyrrell	16
6	Larrousse	11
7	Leyton House	7
8	Lotus	3
9	Arrows	2
	Brabham	2



Where was Prost when the World Champions gathered in Adelaide?

OFFICIAL STARTING GRID

Ayrton Senna	1.15.671	27	Gerhard Berger	1.16.244
McLaren-Honda MP4/5			McLaren-Honda MP4/5	
Nigel Mansell	1.16.352	2	Alain Prost	1.16.365
Ferrari 641			Ferrari 641	
Jean Alesi	1.16.837	4	Riccardo Patrese	1.17.156
Tyrrell-Ford 019			Williams-Renault FW13B	
Nelson Piquet	1.17.173	20	Roberto Moreno	1.17.437
Benetton-Ford B190			Benetton-Ford B190	
Thierry Boutsen	1.17.596	5	Pierluigi Martini	1.17.827
Williams-Renault FW13B			Minardi-Ford M190	
Derek Warwick	1.18.351	11	Nicola Larini	1.18.730
Lotus-Lamborghini 102			Ligier-Ford JS33	
Satoru Nakajima	1.18.738	3	Ivan Capelli	1.18.843
Tyrrell-Ford 019			Leyton House-Judd CG901	
Andrea de Cesaris	1.18.858	22	Mauricio Gugelmin	1.18.860
Dallara-Ford BMS190			Leyton House-Judd CG901	
Stefano Modena	1.18.886	8	Johnny Herbert	1.19.091
Brabham-Judd BT59			Lotus-Lamborghini 102	
Philippe Alliot	1.19.202	26	Gianni Morbidelli	1.19.347
Ligier-Ford JS33			Minardi-Ford M190	
Emanuele Pirro	1.19.476	21	Olivier Grouillard	1.19.722
Dallara-Ford BMS190			Osella-Ford FA1ME90	
Eric Bernard	1.19.858	29	Aguri Suzuki	1.19.970
Larrousse-Lamborghini L90			Larrousse-Lamborghini L90	
David Brabham	1.20.218	7	Gabriele Tarquini	1.20.296
Brabham Judd BT59			AGS-Ford JH25	

RACE CLASSIFICATION

Pos.	Driver	No.	Nat.	Car	Laps	Time/Retirement
1	N. Piquet	20	Bra	Benetton-Ford (G)	81	1:49.44.570
2	N. Mansell	2	GB	Ferrari (G)	81	1:49.47.699
3	A. Prost	1	Fra	Ferrari (G)	81	1:50.21.829
4	G. Berger	28	Aut	McLaren-Honda (G)	81	1:50.31.432
5	T. Boutsen	5	Bel	Williams-Renault (G)	81	1:51.35.730
6	R. Patrese	6	Ita	Williams-Renault (G)	80	
7	R. Moreno	19	Bra	Benetton-Ford (G)	80	
8	J. Alesi	4	Fra	Tyrrell-Ford (P)	80	
9	P. Martini	23	Ita	Minardi-Ford (P)	79	
10	N. Larini	25	Ita	Ligier-Ford (G)	79	
11	P. Alliot	26	Fra	Ligier-Ford (G)	78	
12	S. Modena	8	Ita	Brabham-Judd (P)	77	
13	O. Grouillard	14	Fra	Osella-Ford (P)	74	
R	E. Pirro	21	Ita	Dallara-Ford (P)	68	Engine
R	A. Senna	27	Bra	McLaren-Honda (G)	61	Gearbox
R	G. Tarquini	17	Ita	AGS-Ford (G)	58	Fire
R	J. Herbert	12	GB	Lotus-Lamborghini (G)	57	Clutch
R	S. Nakajima	3	Jap	Tyrrell-Ford (P)	53	Spin
R	I. Capelli	16	Ita	Leyton House-Judd (G)	46	Throttle
R	D. Warwick	11	GB	Lotus-Lamborghini (G)	43	Gearbox
R	M. Gugelmin	15	Bra	Leyton House-Judd (G)	27	Brakes
R	A. de Cesaris	22	Ita	Dallara-Ford (P)	23	Electrics
R	E. Bernard	29	Fra	Larrousse-Lamb. (G)	21	Gearbox
R	G. Morbidelli	24	Ita	Minardi-Ford (P)	20	Gearbox
R	D. Brabham	7	Aus	Brabham-Judd (P)	18	Spin
R	A. Suzuki	30	Jap	Larrousse-Lamb. (G)	6	Transmission



Mansell's driving in Adelaide was brilliant!

Fastest Lap: N. Mansell (2) Lap 75
1.18.203, 108.127 mph/174.009 km/h

(G) = Goodyear tyres, (P) = Pirelli tyres

FASTEST LAPS

No.	Time	No.	Time
20	1.18.527	21	1.22.505
2	1.18.203	27	1.19.302
1	1.19.434	17	1.23.147
28	1.20.025	12	1.22.142
5	1.19.717	3	1.21.713
6	1.19.818	16	1.22.583
19	1.19.707	11	1.22.524
4	1.19.732	15	1.22.200
23	1.21.257	22	1.23.897
25	1.21.209	29	1.23.272
26	1.21.921	24	1.24.272
8	1.22.693	7	1.25.703
14	1.25.642	30	1.24.007

- 500th Grand Prix in the history of the World Championship
- Ayrton Senna's 52nd pole position
- Derek Warwick's last Grand Prix
- 22nd victory for Nelson Piquet
- 150th race for Andrea de Cesaris

NON QUALIFIERS

No.	Name	Car	Time
9	M. Alboreto	Arrows-Ford	1.20.545
18	Y. Dalmas	AGS-Ford	1.20.570
10	A. Caffi	Arrows-Ford	1.20.609
31	B. Gachot	Coloni-Ford	1.23.135

● Both Arrows suffered from lack of grip, with Alboreto also damaging his chassis on a kerb
● Dalmas had traffic problems on both qualifying laps and his AGS also had a blown engine on Friday and Saturday mornings
● Gachot had an engine blow and the replacement was down on power

F1's most flamboyant flagwaver, Glen Dix



PREQUALIFYING

No prequalifying took place in Adelaide

The 1990 World Champion: AYRTON SENNA



STRAIGHT LINES

THE DEREK WARWICK COLUMN

It is difficult to describe the way I feel right now as I write this last column just after the last race of the season in Adelaide. Empty inside I suppose. After something like 10 years in Formula 1 I am moving on to sports cars. It is still difficult to come to terms with the fact that I am no longer a Grand Prix driver even though I made the decision to sign with Tom Walkinshaw more than a month ago now.

I don't mind leaving Formula 1 - as a Grand Prix driver you leave teams, places, friends, even family, week in week out. What affects me most is that I am leaving Formula 1 without having achieved what I believe I am capable of. By that I mean not only winning Grands Prix but becoming World Champion. I don't think it is boastful to say that. At this level of the sport you shouldn't be in a Grand Prix car unless you believe you can

beat everybody out there given the right equipment.

I feel that I have wasted the best part of 10 years of my life now that I am leaving without a win or a title. I have won at everything else I have ever competed in. People talk about me leaving Formula 1 - that's true - but that doesn't necessarily mean I won't be back. I left once before, remember, and raced sports cars. Then I came back before the end of the



season in a Brabham. It is no good trying to tell me I'm too old because my old sparring partner Nelson Piquet won the last two races this year. Alain Prost is my age and so is Nigel Mansell.

I can honestly say that this has been the worst season of my Grand Prix career. It has been emotionally and physically hard as well as everything else. Then there was my accident at Monza, Martin's (Donnelly) in Spain and Alessandro Nannini's helicopter accident. The only good news of the entire Australian Grand Prix was that Prof Sid Watkins expects Martin to make a full recovery. If you knew Sid as I do you'd know that he is as tough as they come when it comes to telling it how it is and if he says something, I believe him.

What has been strangest about this year is that it started out with so much promise and has come to nothing. I had the best sponsor in the sport behind me, a great bunch of guys in the team and a good engine in the V12

Lamborghini. To start with all that and end with nothing is heartbreaking. Camel had to go, you cannot doubt that. This is a business and if the results are not there then steps have to be taken to change that.

One thing that has made this year easier has been the mechanics in the team. They have worked bloody hard in 1991 - and for precious little reward. I wish I could have given them more. I think the Adelaide Grand Prix was pretty representative of the way this year has gone. The first day was a complete disaster. Luckily we managed to pull things together in the final session and I ended up the fastest Lamborghini on the grid. I wound up 11th on the grid and Johnny was 18th. 'Disappointing' sums up our grid position. But it highlights what I have been saying, I could win a race tomorrow in the right car - so, why potter around, being grateful for getting the odd points result. As I said before, I have never gone motor racing just to

make up the numbers.

Race day was the hottest day of the event - I'm pleased to say there wasn't the faintest chance of the rain we experienced last year. I felt pretty comfortable with the car in the morning warm-up and expected a long hard race. If you are running at the finish in Adelaide you have a reasonable chance of getting in the points. Just 13 cars finished this year - unfortunately I wasn't one of them. My race lasted just 38 laps. At first I had problems selecting second gear - which is no joke on a street track like Adelaide - and then I lost it altogether, then the clutch went and finally the car jammed in third gear! It was one of those days when you realised it would have been better to stay in bed.

Although I've been open about my feelings for Formula 1 please don't get me wrong. I am a dedicated racing driver and for the last eight years or so, I have been dedicated to Formula 1. Next year when things start hap-



In Adelaide Derek and Nigel Mansell found time to raise money for charity in a PE golf day



Derek's 1986 return with Brabham

pening at Jaguar I will be 100 per cent dedicated to that. I won't be wishing I was in Formula 1. I thought very carefully about what I would be doing next year before I signed with Tom because I had several options. When I made the decision that I wasn't going to stay in Formula 1 unless I had a competitive drive it was fairly easy to sign for Tom. I have driven for him before and I like the way he goes racing. He aims to win and there is no

compromising. I like that. We talked about the next year, he showed me the car, the plans for the Ford engine and so on and I am sure I will be straight in there winning races next year. The formula is changing, too, and the sprint style is back in so I think it is going to really be fun in '91.

When Tom made me the offer he gave me the rest of the month to decide but he made me promise that if I signed it was a binding contract for a

year and I could not pull out of it. I agreed because he could not afford to sign me and then suddenly find I was on my way back to F1 again. It made it a little harder when a few opportunities came up - but I won't break my word.

Next year should be interesting because I will be doing a few sports car races in the States as well and that will give me the chance to look around there too. But more than that I'm looking forward to winning again. The confidence takes a bit of a hammering when you have a season like this one and I need to be on top of the podium to remind myself what it feels like to win a race.

It is my friends around me, in the team and out of it, that have helped me through this year and the troubles make you appreciate the importance of a good family life and a wife like Rhonda - even though she does hand out some severe punishment to my wallet every time she goes shopping.

I would also say thank you to the Prix Editions readers and look forward to doing this again in the not too distant future.

Derek Warwick

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Vai Riccardo!

by Timothy Collings

Imola, May 13, 1990 will be remembered forever as Riccardo Patrese's day. It was emotional, warm and tearful. The pit lane and the paddock were united and everyone inside the Autodromo Enzo e Dino Ferrari and many overlooking it from the home-made grandstands of Emilio Romagna shared in his joy.

Few winners are so popular, and the celebration was as much for motor racing itself and the joy of sport as for one man's triumph for the Canon Williams team. In a season so confused by darker moments, the accidents of Derek Warwick, Martin Donnelly and Alessandro Nannini, and the thick intrigue of "Contracts and Agreements", it was a rare hour of delight and simplicity. The pasta and the wine tasted so much better for it that night too.

Patrese, of course, had memories to wipe away that day. Seven years earlier on the same Imola circuit he had taken the lead, looked a certain winner, made a mistake and lost to the profound delight of his fellow-Italians, who cheered his misfortune as he went off at the Acque Minerali. The fact Patrese had taken the lead ahead of a Frenchman, Patrick Tambay, driving a Ferrari, had more than a passing connection with that incident, but it was forgotten in 1990, exorcised from the vault of nightmares and replaced, splendidly, by a stunning and memorable triumph, Patrese's third in the 195 races he had run by the end of the day.

What made it so special, however, beyond the statistics and the story, the revenge and the glory (it was after

Hands up if you were happy for Riccardo!



Full House: Five Men who made F1 in 1990

all his first victory since South Africa in 1983) was the simplicity of it all. Ayrton Senna, driving his McLaren-Honda as supremely well as ever, had looked a hot favourite to win, but been forced out by a mechanical act of fate, a small stone trapped in a recess on the brake caliper, Thierry Boutsen soon following him in the Williams-Renault which had inherited the lead.

When Gerhard Berger showed signs of being in trouble under pressure from Nigel Mansell, it began to look as if a real thriller was in prospect. Mansell gave us a 360-degree spin and straight-on demonstration of his talent, his engine blew, Berger slowed and Patrese was in front to drive to the flag with tears streaming down his cheeks.

None but the Brave

by Derick Allsop

Spain, 1990 will long be remembered for the horrific crash which left Martin Donnelly severely injured. Even hardened old pros were stunned by the harrowing pictures of the Ulsterman as he lay, motionless and hideously twisted in the middle of the Jerez track. In this safety-conscious age we are no longer used to seeing drivers seriously hurt in accidents. They always walk away from the wrecks of their cars now. Don't they?

Martin Donnelly did not, and his colleagues were confronted with the chilling realisation that they remained vulnerable after all. Yet through the shock, sadness and ultimate relief of that Friday afternoon, Saturday and Sunday emerged qualities in the other drivers which reached rare dimensions.

Ayrton Senna and Derek Warwick were not the only ones to show compassion, courage and character that late September weekend. I merely name them as striking examples of the many who did, providing a still greater number with a source of inspiration and comfort.

Warwick, who had walked away from a shunt at Monza earlier that month, was among the first on the scene of his Lotus teammate's crash. He yelled on the radio for help and told his crew to look after Donnelly's fiancée, Diane McWhirter. Warwick would wrap his own arm of encouragement around Diane, hiding his darkest fears. "In my mind he was dead", admitted Warwick. "It was not easy to tell Diane he was all right when I was really thinking the worst."

Senna also went to the scene of the accident. He returned, tears in his eyes, to the sanctuary of the motor-home. There he stayed for a time, on his own with his thoughts. Less than an hour later it was familiar Senna: cool, composed - and fastest on the track. He had come to terms with his conscience and his responsibilities. Warwick had to face that task the following morning, and then only after the team had identified two possible problem areas of the car and made appropriate modifications.

Warwick went out on the Saturday and qualified as high as he had all season. "It was the most difficult decision I've ever had to make", he would say later, "but it was my decision to get into the car. There was no pressure from the team. They told me what they'd done, and I felt that if I didn't have faith in my engineers I shouldn't be racing." His thoughts, though, were still with Martin and Diane.



Senna faces the press in Jerez

He added: "She came in during practice to get his stuff and then left. It seemed very cold, somehow, for us to be carrying on. I felt we should have waited a bit, but how long? A day, a week, a month?"

Just as Warwick and Senna went to the scene of the accident, visited Donnelly at the medical centre and comforted Diane, so they were now together at work, two professionals performing to the limits of their capabilities. Senna, in the McLaren, took the 50th pole position of his magnificent career.

When helmet and balaclava were removed, the man appeared again. "This pole seems particularly unbelievable for me because of Donnelly's accident, which was a very sad moment for all of us. When I saw the immediate consequences with my own eyes, it was very difficult to cope with it, to understand and absorb it and go forward from there. I thought about not racing. In the motor-home I spent

some minutes on my own, where it was quiet, and was able to go through very special moments, dealing with everything inside me."

The Brazilian achieved his best time despite the antics of two other drivers, side-by-side in the road ahead. "That was unacceptable and dangerous", he said. "We had all seen what an accident can do to any of us. If I had hit one of those cars I would have taken off. It was an unbelievable lap for me because of the circumstances. I don't think I will ever be able to express fully my feelings about my experience here."

Neither man was rewarded with a finish in the race, and Warwick said later he would have been braver not to have driven on. Whatever your view on that, if you are not humbled by their conduct that weekend I venture to suggest you have a problem.

The Abnormally Brave

by David Tremayne

I don't know quite why I chose the spot I did. Usually, I would watch qualifying at Jerez from a point just on the exit to Ferrari, that vicious flat-in-fifth right-hander behind the pits, where Steve Kempton's racing career had ended, where Gregor Foitek, Luis Sala and Satoru Nakajima had had serious but ultimately harmless shunts over the years.

This time, on the afternoon of Friday September 28, for some reason I chose to sit on the service road Armco on the entry to the corner, where I also had a view of the nameless but iden-

tical right-hander that preceded it.

Identical, that is, except for the total lack of run-off area.

There was a photographer just along to my right, who had a large lens balanced on a support. As he too sat I had to duck beneath his lens from time to time to see who was coming. It didn't register then, but when a yellow Lotus hove into view the photographer was standing again, and my view was unfettered. The Lotus didn't make the corner. I just had time to register what serious trouble its driver was in. To tell myself, despite appearances,

that there wasn't, as for a moment it seemed there must be, an escape road he was electing to take behind the slight outward bulge in the barrier. Then it smacked into it with terrifying force that exploded the car into fragments. It was one of those moments when you know the driver cannot have survived. It was quite the most sickening thing I have ever witnessed.

What I thought was the nose of the car was in fact the driver, discarded like a rag doll. When I saw the blue and orange helmet, I knew it was Martin. A man I count as a friend. It was numbing to see him lying so still. Sickening to see the reaction of the crowd. I sat where I was, feeling guilty that I knew already what somebody else would have to tell his fiancée Diane.

It is hard to say just how much Derek Warwick impressed me that afternoon. Here was the man who had cried when he was the first upon Gilles Villeneuve's accident, carrying Lotus with a strength he cannot possibly have felt. Who went straight to the scene, and again to the medical centre when, by miracle, Martin had survived. Who, despite a night of agonising, finally elected to drive again on the morrow even though the car had surely broken. It had broken many times before during the season, and while some of the breakages were suppressed, Derek knew. Only three weeks earlier in Monza he had been on his head, before he ran calmly back to the pits to take over the spare.

The man himself believes he was a coward not to take the decision not to run, yet within himself he knows how much Lotus, a team already on the brink of collapse, needed the strength of his guidance and the boost to its shattered morale. Others would have quit, but he felt honour-bound not to walk away.

When he climbed into the car on Saturday, he managed to put all fears from his mind. "The thing that worried me, though," he said, "was that my first few laps were slow because of traffic. I was terrified people would think I was deliberately taking it easy."

He was able to prove how easy he was taking it by qualifying 10th and running strongly until the yellow car succumbed to gearbox failure, and single-handedly he had dragged Lotus from the depths of despair. That he felt for Martin was beyond question, yet somehow he managed to maintain a public mask, even showing Camel Trophy prize winners round the cars on Sunday morning. A lesser man might, in the circumstances, have opted out, but Warwick

knew how much the personal touch meant to them.

This was the very weekend on which he had learned that two more of F1's doors - Ligier and Arrows - had closed in his face, yet his own despair and misgivings were always suppressed. I know how I felt then, with nothing more dangerous to do in the wake of Martin's accident than to switch on a word processor, and there

No justice: Derek retires from the Jerez race



(Dominique Leary)

A Fitting 500th

by Stuart Sykes

It might have been the greatest anti-climax in Grand Prix history. All season long we had looked forward to Adelaide and the 500th race in World Championship history.

And then Suzuka went and spoilt it all. In the wake of the Senna-Prost collision came another wearying chapter of the most public, petty and finally vicious little story of superstar jealousy since Dallas first became a byword for those qualities.

The war of words went on as they winged in to Australia - at least from Senna's side, for Prost was saying nothing to anyone. All anyone could think of, it seemed, was whether the Frenchman could salvage any personal pride out of a weekend in which Senna dominated proceedings, on track and in the press, with consummate ease.

It was fitting, somehow, that Senna did not finish, and Prost - though on the podium - was a spectator as remote as any

around the circuit from the action at the front.

So two great racing drivers left it till the last minute of the last race to give us one of the moments of the year. Wars of words don't suit Nigel Mansell, for an eloquent man he is not - outside the cockpit. But put the man inside a car and the Lion roars with a voice unmatched in modern Formula 1.

It was, too, his last race for Ferrari. As he climbed into the scarlet car on the grid, he waved first to an adoring crowd, then pointed at his Ferrari's crew as if to say this one was for them. And what a show he put on! Until those tyres went off in the middle of the race, it was Mansell's advance that unbalanced Senna and his brakes; when Senna had gone, it was Mansell's charge that reawoke the fighting spirit in his old sparring partner Piquet.

With traffic on the city streets playing its usual part, a fist-waving Mansell was

was Warwick climbing back on to the tightrope and trying to ignore the holes in the safety net.

When a brave man knows fear, yet comes to terms with it and triumphs over it, he moves into the rarefied atmosphere of the Abnormally Brave. Derek Warwick lived there that weekend in Spain. It was the most uplifting thing I have seen in motor racing.

Moreno's Medicine for F1

by Maurice Hamilton

In a rare moment of relaxation between free lunches and cups of coffee at Jerez, I was sitting in the paddock watching the world bustle by on race morning. Roberto Moreno, wearing his dark blue Arai cap with that extra long peak, wandered into view looking like a little boy lost. I wondered how on earth he managed to keep his spirits up.

There we were, 14 races into the season and he had qualified his EuroBrun for just two of them; on nine occasions, he had not even made it beyond the sudden-death of prequalifying. And yet he still had the motivation and determination to be around on race day even though, in the here-and-now world of Grand Prix racing, he held about as much interest as yesterday's newspaper.

At that point, he faced the prospect of going to the far side of the world to endure prequalifying and then, given the serious limitations of his team, have the rest of the weekend free to do not very much. Well,

suddenly right with Piquet as the Benetton closed on its second successive win. Would there be a fairytale ending to the Maranello chapter, to balance Mansell's brilliant start in Rio two years ago?

Not if Piquet could help it. Approaching the end of the main straight on the final lap, the Benetton and the Ferrari had Modena's Brabham to contend with - and the Italian wisely left them to fight their own private battle. Past went Piquet - and stuck to the outside of the track for the turn into that corner as Mansell, on the inside, defied reason and kept off the brakes. But so did Nelson, and as the Ferrari flirted with disaster, the Brazilian was home for his first back-to-back victories in three long years. The crowd just loved it, Adelaide deserved it - and so did Formula 1.

Right: "It was that close, Nelson" - Mansell makes his post-race point



(L.A.T.)

EuroBrun did not get to Japan. But Roberto Moreno arrived with a capital 'A'. Chosen to replace the injured Alessandro Nannini, Moreno knew, at the age of 31, that such opportunities with a top team are rare.

His career in Formula 1 got off to a terrible start in 1982 when he was asked to drive a Lotus, a car which, even in experienced hands, resembled a truck without power steering. Moreno's reputation never recovered

Left: Piquet and Moreno embrace after Benetton's first 1-2

from that sordid weekend at Zandvoort. There had since been fleeting moments of promise, such as his one and only Championship point for AGS in Australia in 1987. But otherwise it was faith in his own ability versus polite lack of interest. He simply had to do well in the Benetton Period.

As has been reported elsewhere in this issue, he performed faultlessly all weekend. He probably drove no better than when he won the Macau Grand Prix in 1983, or when he became Formula 3000 champion in 1988, or indeed at any time in that under-financed EuroBrun which had failed him so consistently during the previous seven months. The difference was, he was in the right place at the right time and he had been given the tools to do the job.

The scenes in the parc ferme afterwards were a delight. Embracing Piquet, the man who had helped him on his way, Moreno wept unashamedly. An also-ran one week, the centre of attention the next: he couldn't believe his luck after all these years. Moving into the press room, the winner set the tone when he sat down and said we might not know him but his name was Nelson Piquet and this was his friend, Roberto Moreno. There followed 10 minutes of pure pleasure as everyone present was swept along by the relaxed mood of the moment.

Smiles, laughter, jokes. At a Grand Prix press conference. Such heresy! Such a change from the usual diet of familiar faces, bland and unsmiling, dealing with the media as though it was an ordeal to be got through before being united with private jets and a swift return to various tax havens.

But that press conference at Suzuka was more than straightforward sportsmanship at its best. It was the perfect panacea for the hatred and venom being dished up elsewhere on a day when the sport's image had been seriously compromised by crude professionalism. It was proof that Formula 1 is worth the candle after all.

PE



(Stephen Barron)

When Martin Donnelly's Lotus 102-Lamborghini speared off the track into the guard rail at Jerez a few minutes before the end of the first qualifying session for the Spanish Grand Prix, forces were unleashed which were more akin to a plane crash than an accident to a racing automobile. Yet it is a measure of how much progress has been made over the past two decades that everybody within the sport is, quite rightly, seeking to learn something from this near-catastrophe.

However, it is important to get the accident in perspective, not merely from the viewpoint of the performance one can realistically expect from a driver survival cell, but from the point of view of how FISA might or might not react as far as future regulations are concerned. Having become accustomed to what they largely regard as FISA's spontaneous knee-jerk reaction to any development and/or disaster, the constructors are under no illusions that more unexpected regulation changes could be sprung on them. Happily, for 1991 it seems that FISA will be satisfied with the minor reduction in front and rear wing dimensions suggested by the Constructors, but there will definitely be major revisions to the regulation, aimed at reducing ground effect dramatically, for 1992.

Yet while FISA toys with ideas for reducing speeds of the cars, it is perhaps worth considering just what has already been agreed from a constructoral viewpoint for 1991. To start with, the crash test impact has been raised from 10 to 11 metres per second, which is in the region of 25 mph.

Donnelly's last race this year: Monza



How Safe is Safe?

by
ALAN HENRY

The crash test, conducted on the Cranfield rig, now involves the whole chassis rather than simply a truncated frontal portion of it. In addition, the compression test for the side of the monocoque has now to take place at four points along the side of the chassis which must prove capable of withstanding loadings of 2000kg. To this must be added the necessity of testing the roll hoop with loadings in three directions at once, plus a newly introduced compression test on the underside of the fuel cell area.

This question of dissipating energy is absolutely central to the whole business of understanding what enormous forces are involved in such an accident. But, all too often, the

focus of attention is directed towards the chassis performance to the exclusion of all the other elements involved, as Benetton Technical Director John Barnard is quick to point out.

"You can build an F1 chassis as stiff as a concrete block, if you want to," he says with chilling directness. "But you'll end up with a situation where the driver is physically destroyed in the car. What you've got to remember is that nobody is making the human body any stronger; it can only stand so much. You have to dissipate the energy in some way or another."

"Yes, I have to confess that I am worried about FISA's possible response to all this. It is obviously important to ascertain whether the car suffered a failure, but we should also be having a very close look at the Jerez circuit and asking why the guard rail on that corner was so close to the circuit. It should have been another 100 yards further back."

"FISA's attitude towards the car makers makes me really angry. The engine manufacturers have six years' stability guaranteed by the rules, but it seems that the rule stability for the chassis makers can be changed at virtually no notice on the grounds of safety."

It is clear from Barnard's comments that he believes FISA's proposed new regulations for 1991 will spawn a breed of cars potentially far more dangerous than those which are currently racing. He points to the abandonment of the silhouette 'Procar' formula - saloon-shaped specials powered by thinly disguised F1 engines - as exemplifying the folly involved in producing high performance cars with minimal downforce.

"The easiest way of substantially reducing power would be to run the engines on regular fuel straight out of the pump," he states resolutely. "But the chassis makers are easy meat for Balestre. He doesn't want to rattle the cage of people like Honda, Shell and AGIP. But I have no doubt that their current lines of research would continue, albeit at a slightly lower level, if such a rule was implemented."

This view is not shared by the fuel companies. Roger Lindsay of Shell, who has been responsible for producing the fuel for the McLaren-Hondas, states: "In my estimation there is precious little scope for large variations in power output with the fuel specification as it is. It would be different if nitromethane or methanol was permitted, but such additives were banned long ago."

Williams Technical Director



Patrick Head: we don't just cross our fingers

Patrick Head is worried that FISA tend to regard the chassis constructors as "wicked, self-serving people who are doing this awful thing of trying to make the cars go faster, so they become more dangerous." He was worried not only about the manner in which FISA might react to the Donnelly accident, but also about the way in which they sprang the news of possible changes in the technical regulations for 1991.

"In fact, a large amount of our activity is involved in meeting, and exceeding, constructoral requirements which, generally, are set by the teams on the request of FISA," he explains.

"As an example we were asked to get together and propose new rules regarding limitations on cockpit restrictions, and various other things, last year. We did so, putting forward proposals which were accepted by FISA. Nobody said to us 'we are not happy with these, they are not enough'. They said 'good, great, we've now got stability... we will accept these'."

"We have all these new crash tests, the compression tests and the roll-over bar tests, which are all fairly insignificant out on the circuit until something like the Donnelly accident occurs. We don't just build a chassis, cross our fingers and hope it goes through the crash test; it is a very substantial consideration when we are designing the chassis."

Head would like to see the relationship between FISA and the constructors develop into a more genuine, workable and willing collaboration. "Yes, I certainly would like to see

more engineering input from the teams," he said, "and I see absolutely no reason why it could not happen if managed properly. But it isn't managed properly."

"It's like everything that's badly managed... there's no attention, no attention, no attention and then a huge over-reaction. That seems to me very disappointing indeed."

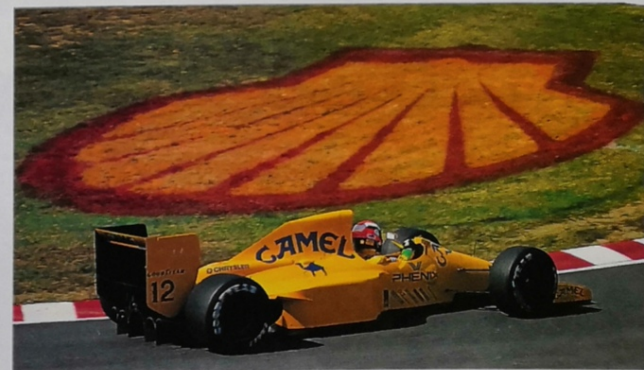
Lotus Technical Director Frank Dernie makes the point that carbon-fibre is enormously strong and difficult to break under normal circumstances. "If I gave you a sheet of carbon-fibre and a hammer and asked you to break it up into two-inch squares, I think you'd have quite a hard job," he insists. "I don't believe cars can be made safer necessarily by making them slower."

Twenty years ago, the cars were significantly slower, yet they were a whole lot more dangerous. With no protective cladding to their outer monocoques, no aircraft specification rubber bladder fuel cells, no roll-over bars worth the name and precious little structural rigidity, and a sheet aluminium monocoque.

"While Grand Prix cars are not intended to be thrown at guard rails, they are built with this very real possibility in mind."

When the late David Purley survived an accident in prequalifying for the 1977 British Grand Prix at Silverstone, his LEC CRP1 hit the vertical sleepers at Becketts corner at an estimated 600rpm in fifth gear, a velocity computed to be 104mph. The

Is there reluctance to cross swords with major sponsors?



car was shortened by some 26-inches. Purley's legs were shattered in many places, and his overall injuries proved significantly worse than Donnelly's whose car hit the barrier at Jerez 13 years later travelling almost 50% quicker. It follows that very significant progress has been made in the business of ensuring F1 driver survival in the event of a massive accident.

A few years ago, a handful of survivors were found in the wreckage of a Japan Airlines Boeing 747 which had ploughed into a mountain following the failure of its control services. Whilst air accident investigators will always piece together the wreckage with meticulous care in an attempt to find the technical reason behind such a tragedy, nobody in their right mind would ever consider criticising Boeing for the lack of impact-resistance built into its airliners. Quite simply, they are intended for flying, not throwing at mountains.

It's not quite the same in F1. While Grand Prix cars are not intended to be thrown at guard rails, they are built with this very real possibility in mind. Somewhere along the line, the rule makers and car manufacturers - indeed all of us - have to concede to that old truism that dominates our entire business.

It may be unpalatable in these highly sponsored times, when multinational companies invest enormous amounts of money in high profile sponsorship of the front-line teams, but motor racing is dangerous. We should be thanking luck, the regulations and the constructors, that Martin Donnelly wasn't killed rather than becoming over-anxious about trying to get standards of safety which are beyond reach, in the process forgetting the fact that the human body's ability to withstand an impact governs the whole equation from the ground up.

PE

At Monza this year, Jean-Marie Balestre announced - to a storm of abuse from constructors and designers - that major aerodynamic changes would have to be made to F1 cars before May 1991. Cornering speeds, he said, were too high, and downforce must be drastically reduced; the flat bottoms of the cars would be extended from the front edge of the complete front wheel to the rear-most part of the bodywork. Although examples were not cited, this was clearly aimed at features such as the current Tyrrell front wing and McLaren rear diffuser.

It was subsequently pointed out that many teams had already finalised the design of their 1991 cars, and that the proposed changes would force newcomers like Jordan and Footwork-Porsche to build cars to the current rules for the first two races, and completely new ones for the races from May onwards; furthermore, what guarantee was there that the rules would not be changed again if the ingenuity of the designers enabled them to produce cars which still cornered faster than FISA liked?

After long discussions between the FISA Technical Committee and the Constructors, sanity - for once - prevailed. The extension of the flat bottoms will not be enforced until 1992, and the changes for 1991 will be limited to a reduction in the width of the front wings and the overhang of the rear wings. We can but hope that this presages a new approach by FISA to the subject of rule stability, which will result in more harmonious relations between the teams and the rule-makers. Regrettably, the happenings of the past inevitably admonish caution; the following is an account of just some of the "Instant Rule Changes" enforced during the past thirty years.

Throughout motor racing history, whenever there has been a bad accident, the authorities have reacted by demanding changes to the cars. Initially, when races were over long distances on ordinary roads, this seemed to be the only solution. Later, when they were held on circuits belonging to the rule-makers, it was - for the rule-makers - the cheapest one!

Eventually, during the 1960's and 70's, the constructors managed to convince circuit owners that it was not in their best interests to kill off the golden geese - the drivers the public paid good money to watch - and slowly there emerged a set of safety

Guarded Response: F1's Safety History

by
DAVID PHIPPS

standards with which circuits were forced to comply; initially these standards were by no means fool-proof, and as time went by they were refined - to the extent that the majority of accidents are now survivable, and are unlikely to involve spectators. It did not take long, for instance, to establish that the pole which supported catch-fences did more harm than the catch-fences did good. And there can never be a circuit which is completely safe; the 600-metre wide run-off which some drivers would like where Martin Donnelly crashed at Jerez could well cause a speeding car to somersault if approached from the wrong angle, or with a tyre deflated; it would also require the relocation of the Paddock, the Pits and the Start/Finish straight! The answer

Jerez: heavy price for Donnelly accident



could even be to move the barrier closer to the edge of the track; Stirling Moss advocated this over thirty years ago - not on safety grounds, but because he knew it would slow down some of his rivals!

One of the first reactions to Donnelly's accident was shock at the way in which the car had disintegrated; subsequently it was felt that if he had not been thrown clear he would have had no chance whatsoever of surviving. There is no way (short of fitting ejector seats) that racing cars can be designed to ensure that the driver will survive 20 G impacts; the only solution is to ensure that such impacts cannot occur - either by eliminating fast corners or by removing the barriers.

Top drivers have always liked fast corners, as a means of demonstrating their virtuosity, and many of the world's fastest corners have been emasculated in the interests of safety - mainly the safety of spectators on the outside of them. Circuit designers would do well to arrange for spectators to be accommodated on the inside of fast corners (in fact all corners) but this has scarcely ever been considered due to the cost of providing access (bridges, tunnels and connecting roads).

One of the most obvious cases of the rules being changed to slow the cars down was the reduction of engine capacity from 2.5-litres to 1.5-litres in 1961. This did not prevent Wolfgang von Trips and 13 spectators being killed at Monza that year, though it did result in the spectators being kept further back in the future. Why hadn't the circuit owners heeded the lesson of Le Mans 1955 and installed a proper spectator fence earlier? Why, for that matter, have many

other circuits still not done so? The next time a racing car scythes through paying spectators, the repercussions will be far greater than they were in the Fifties (Le Mans), Sixties (Monza) and Seventies (Barcelona and Fuji).

Strangely enough, the circuits with the best safety records (for drivers as well as spectators) are the artificial road courses (most of them American) lined with concrete wall and debris fences. The problem with all of these - apart from a lack of overtaking opportunities - is that cars hitting the walls are liable to rebound into the path of others, which will have very little chance of avoiding them.

After a fairly "safe" period in the latter part of the 1.5-litre formula (only one little-known driver killed - and that during practice) things were not so good in the early years of the 3-litre formula; a death a year from 1966 onwards, two in 1970 - and many more (notably Jim Clark and Bruce McLaren) in minor events or test sessions at sub-standard circuits. There was no clear pattern to these accidents, though the circuits generally contributed to the outcome, and the Grand Prix Drivers Association campaigned actively for improvements.

There was another bad period in the mid-Seventies, and then a surprisingly safe one until 1982, when Villeneuve was killed in qualifying at Zolder and Paletti in the race at Montreal. Since then there have been no fatalities at Grand Prix race meetings, but Elio de Angelis was killed during a test session at Paul Ricard in 1986, due largely to the inadequacy of the circuit's fire-fighting facilities.

Jean-Marie Balestre would like to take full credit for the improved safety record of the 1980s. It was in fact due partly to an overall improvement to circuit layout and facilities (such as the superb reactions of the fire-fighters at Imola in 1989) and partly to the increasingly high standards to which the majority of the cars are now built.

As far as structural regulations are concerned, no one can seriously have objected to the requirements for stronger roll-over bars and on-board fire extinguishers (1969), deformable structures round fuel tanks and oil tanks (1973) or better protection for drivers' feet (an on-going saga since 1975). What constructors have always fought against is the imposition of changes - usually by people who know far less about engineering and aerodynamics than they do - at short notice and without consultation. The Concorde Agreement stated that there must always be two years' notice of



Top: Are sand traps always a good idea?

Right: Von Trips: a victim of slow response?

Below: Monaco 1969: instant rule change...



major rule changes. FISA had repeatedly chosen to ignore this by insisting that changes are essential in the interests of safety - the only way they can enforce them without retrospectively changing this provision. If safety is not involved, as in the case of the "brake-cooling reservoirs" which enabled some DFR-engined cars to race underweight in 1982, FISA was forced to revert - in this instance quite justifiably - to "rule clarifications".

The most instantaneous rule change on record occurred at Monaco in 1969. Because the authorities had not had the prescience to realise what was happening, the vestigial winglets first seen at Spa in 1968 had mushroomed into monstrous car-width biplanes and tri-planes, some adjustable and mounted directly on the suspension by means of long spindly struts. Several of them failed at Barcelona in 1969, but the CSI did nothing about it until after the first practice session at Monaco, two weeks later, when they were summarily banned. One or two constructors had anticipated this, and had brought along small fins and trays which complied with the new rules, but the rest of the cars raced "naked" until small chassis-mounted wings - broadly similar to those used today - were developed over the following few weeks.

During the early Seventies a number of constructors found loopholes in the regulations which allowed them to move their rear wings further back - and thus to generate more downforce. In 1975 the authorities announced that rim widths and tyre

sizes, as well as wing dimensions, would be reduced in 1976 - the aim, as always, being to reduce cornering speeds - but by now FOCA had become so powerful that it was able to throw out the proposals regarding wheel and tyre widths.

Concern about cornering speeds returned with the discovery of ground effects, and by now FISA had an ally in the form of constructors who frankly didn't understand the phenomenon - whose expensive turbocars coincidentally were being beaten by a horde of DFV-powered cars with carefully sculptured underbodies. The argument continued until late 1982, with designers continually finding ways of overcoming FISA's edicts until they were eventually forced (the notice extending to no more than a few weeks) to build flat-bottomed cars for 1983; the ramifications were enormous, particularly for people who were developing new engines for ground effects cars, but somehow the proposal was adopted and life (i.e. Grand Prix racing) continued, even though the effect on many FOCA members was greater than the relatively trivial contempt which had almost led to them going it alone and setting up the World Federation of Motor Sport in 1980.

FISA's greatest mistake has always been to underestimate Formula One designers, who regard any set of rules not so much as limitations on performance but as a challenge to their inventiveness. It did not take them long to achieve far higher cornering speeds with flat bottoms than had

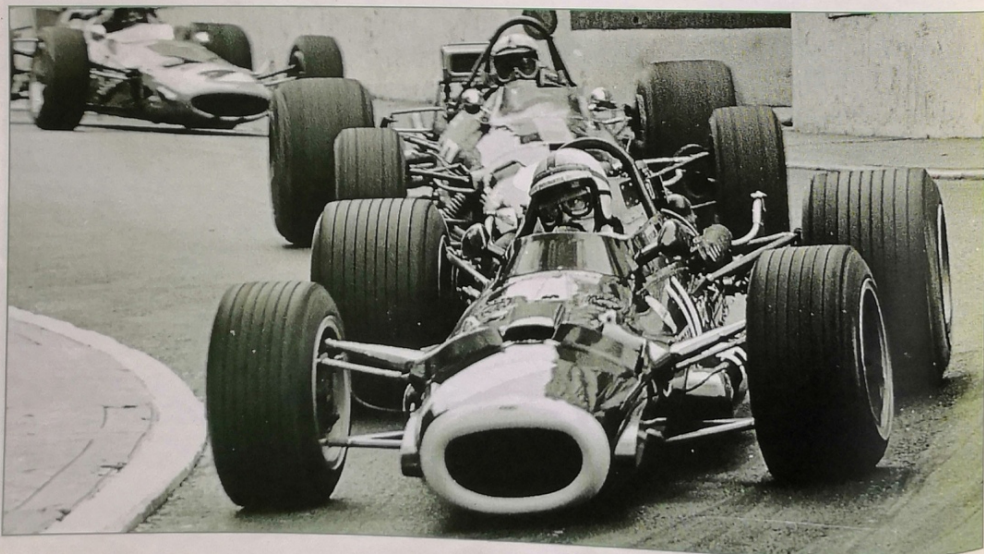
been possible with sliding skirts and all the other paraphernalia of the late Seventies and early Eighties. But nowadays such improvements are only obtained after months of very expensive research and wind-tunnel testing, and it is thus understandable that teams are appalled at the prospect of millions of pounds' worth of effort being obsoleted by an old man in Paris who has suddenly become obsessed about cornering speeds; cornering speeds don't go up over night, and if they are too high the problem should be tackled in a calm, methodical way; it didn't help that the latest megalomaniac outburst occurred in the middle of the Monza race-meeting.

It may well be that cornering speeds are too high not only for safety but for the general well-being of the drivers, even if they do not crash. Designers are prepared to listen to this argument, and to work to a set of rules drawn up after a sensible discussion of all the relevant elements. In such circumstances it may not always be necessary to provide two years' notice of proposed changes. But it would be nice to feel that the governing body had some understanding of the effects of its actions, and that it was planning for the future rather than trying to find a solution to this week's crisis. It may not be totally germane in the present context, but it is only five years since the President stood up and said, "In 1988, gentlemen, no chance for the turbos".

In 1988 there were 16 Grands Prix, and turbo-powered cars won all of them.

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...left the cars' wings clipped



(Photos: Photograph)



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Roberto Moreno leaned back in his chair, stretched his arms wide and glanced down the row of motor-homes. "To be honest when I first moved to Europe I was worried that I wouldn't succeed. I didn't have any money, I didn't speak English and I sometimes wondered what I was doing so far from home. Nelson (Piquet) pushed me hard to move to Europe and said that if I didn't succeed at anything else at least I would learn English. Silly as it seems, that was the thing that gave me the power to move to England. That gave me confidence - I knew I would succeed in that, if nothing else. I couldn't be a total failure."

Ten years down the road Roberto Moreno is far from being that. He is one of the new 'names' in Formula One, along with Jean Alesi and Aguri Suzuki after finishing second in the Japanese Grand Prix. The talent that had been evident for so long had simply had a chance to shine. But it has been a long road for Moreno - known affectionately as Baixo (Portuguese for 'shorty') by his close friends.

"The strength that keeps me going comes from the passion for the technical side and the challenge - that is what moves me. The more difficult it is the more I want to do it. The harder

Moreno in the right cockpit at last



Cut Across Shorty - Moreno's on the Move

by
BYRON YOUNG

it becomes during the season the more motivation I have. I doubt you will find a sport that creates so many challenges in so many areas."

"If you don't believe you are the fastest driver you shouldn't be in F1 there's no room for you. This is only my second year in F1 and by the end

I will probably have done only three-quarters of a season altogether so I have more than enough reasons to look forward to the future.

"A lot of people have made it into Formula 1 in three years, maybe four. It has taken me 10 and I have done it without financial support and rarely with the best teams. When I did get that I had the success."

Moreno's first Grand Prix was in Japan in 1987 in place of Pascal Fabre. Fabre had wrestled with the bulky, recalcitrant, AGS all year with no reward above ninth place. It took Moreno just two races to get the car into the points. Japan was his debut and a fortnight later in Australia he finished sixth.

Without a sensible drive in 1988 and ignoring lucrative offers from America he returned to Formula 3000 and wrapped up the championship with Bromley Motorsport - in the process taking the only three consecutive wins the series has seen to this day.

In 1989 he struggled with the hopelessly uncompetitive Coloni and even large doses of Moreno magic could do nothing more than get him on to the grid for four races.

Moreno could be forgiven for thinking that he had a real chance to make his mark at the beginning of this

year. "When I signed for Eurobrun they had Arabian sponsorship of \$15 million, they had a project making a V12 engine with Neotech and everything was looking really good." Moreno should have known it was not that easy. "The contract was delayed every week and eventually we realised this was never going to come. We had a year-old car and no money." Racing was once again a struggle.

It is impossible to talk about Moreno's racing career without mentioning Nelson Piquet, his friend since he was a 12-year-old in their native Brazil and Nelson five or six years his senior. It was Piquet who encouraged Moreno into mechanics and later gave Moreno his first race in a kart.

The days Moreno spent in Brasilia are ones Moreno now remembers with fondness. "I helped in this garage with Nelson and I remember the time I was allowed to ride one of the new 750cc bikes that came in. The problem was that my feet couldn't touch the ground

"I was afraid to tell people at home about my failures - so that gave me 24hr motivation."

so Nelson and a friend held it until I was moving. When I got back after an hour around the streets of Brasilia - without stopping - I would go past, 'pip' the horn and they would come out and catch the bike. I remember that. I was a very good rider."

By 1976 Moreno was already Brazilian kart champion and Piquet - established in Europe - was on the verge of Formula 1 fame. He returned to Brazil and persuaded Moreno to move to England, found him a sponsor and the motivation for a year of Formula Ford 1600.

The language barrier was an immediate problem. "During my first race weekend the team left the car outside our tent. If you did that in Brazil it would be stolen straight away and I couldn't make them understand my concern so I just said 'I'm staying here.' I slept in the transporter for my first race!"

The following year Moreno landed a fully-sponsored works Van Diemen drive and it all came together. He won



Eurobrun: early promise, never delivered

Adelaide 1990: Roberto's second Benetton outing



the Townsend Thoresen FF1600 series, the Formula Ford Festival and missed the European Championship by a single point. It was a heady experience for the young Brazilian - and something that would not happen again for him that decade.

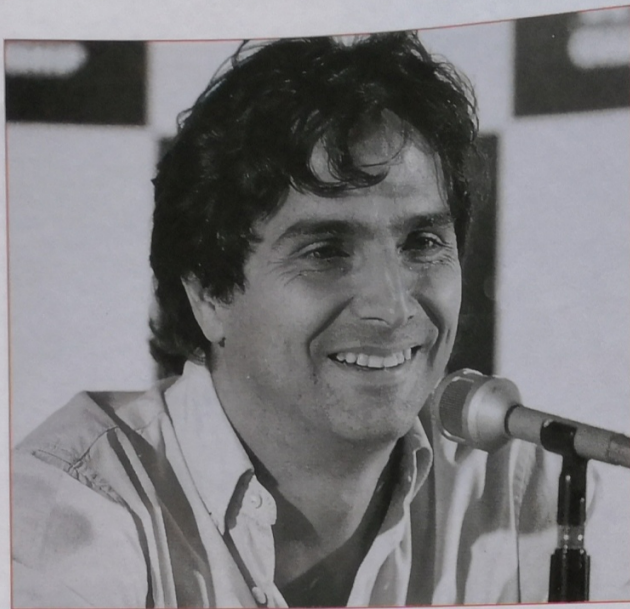
"After that first year I never got a full sponsorship again - ever. Every other year I got drives because I had some technical skills, I was very lucky and I've had many friends who have helped me through my career."

Much of his success he attributes to motivation. "When you live in Europe, away from home in Brazil, you have nothing except a pillow to go back to in the night and that makes you concentrate 100 per cent. Then

there is the prospect of returning to Brazil as a failure - that drives you to succeed too. I was afraid to tell people at home about my failures - so that gave me 24hr motivation."

On the topic of motivation Piquet was an unavoidable subject after his disastrous years at Lotus. "When Nelson began racing his motivation was 10 times greater than Ayrton's is now," said Moreno. "What has changed with Nelson is that he has learned not to suffer unnecessarily while Ayrton has still to learn that. Nelson is like Prost, he knows what is right and what is wrong and Ayrton is still going through it."

The lowest point of Moreno's career came at the Dutch Grand Prix in



Nelson Piquet - "Shorty's" big brother!

1982. He was just 23 and the mercurial new talent in motor racing. In the previous 12 months he had won the New Zealand and Formula Pacific titles - beating Piquet, Rosberg and Prost in the process - and blazed a trail whenever his meagre finances would allow. Standing in for one race for Nigel Mansell in the unwieldy Lotus 91 was the biggest mistake of his career.

"It was something in my life I would just like everybody to stop writing about and forget. It was a real cock-up. That one drive put five years on my career. I hadn't even done a full season of Formula 3 at that stage. I was put in a car that was ground effect and I had never driven a ground effect car competitively before. The tests I had done were superficial, for fuel tanks, for checking tyres. I never had to push the car hard until I came to that qualifying. It jumped all over the place and it wasn't the quickest car. Even regular driver Elio de Angelis was having a difficult time trying to make the car work and it was just not right for me at the time."

Then, as now, there were fashionable drivers and those who are not so fashionable. In 1982 Moreno was definitely out of favour. The subject pulls him into self-analysis. "Formula 1 is a very complex place. When you get the break you have to be the right person, in the right place at the right time. I was the wrong person in the wrong place at the wrong time. At the time I was too young and I really

didn't understand how the Formula 1 world worked." In the next breath he showed that he now understood as he switched into public relations mode. "That was the Lotus of years ago. Now it is a different team, different people."

The memory has buried a deep scar and only Moreno's second place result in Japan last October has allowed him to face it fully. "Not impressing people at that race affected my career badly. I lost the belief of the team managers that I could make it."

"The road back took a long time. I did half a year of Indy, they were happy with me and kept me for another year. I quite enjoyed it. But racing in Europe was my goal. I left a very big deal in America to come back and earn enough to live on - so I stepped down to F3000 to do a full championship."

"It has taken me a year longer than I thought to get back to Formula 1 because, in the first year, I had so many breakdowns four laps before the end of races I was leading that we lost that championship. But we tried again in 1988 and succeeded, with no money again."

What has carried Moreno into people's hearts is his unwillingness to criticise and feel bitter for the hand that life had dealt him. "I look back at everything with happiness - except the one occasion that took me down for five years. I have nothing to regret because I have now come around to the top. For sure that experience has

made me stronger. To make me do what I want to do, to be myself, not to do things just because other people wanted you to do so."

Moreno's opportunity to stand in for the injured Alessandro Nannini was a bolt from the blue that Moreno still has difficulty taking in. "I have mixed feelings about my break with Benetton. As you know it happened because of Alessandro's accident and that has hit the team hard. But at the same time I got the opportunity that I have been working for all my life. The biggest opportunity of my career. I had a lot of pressure on me. Everybody knew the car and the team was competitive." It was Moreno's second chance and could have been his last. The pressure began to tell. Ten years of racing and hoping came down to how he did at this one race. When I spoke to him in Suzuka at a social function the night before the race, the man who is usually so relaxed was wound tighter than a drum. Was the one-off deal to be extended to include Adelaide, I asked? "Oh no, please don't start. I'm off duty now, relaxing. We left all that on the track." When the announcement was made the following morning shortly before the race I searched him out to congratulate him, but he was on another planet - in that place where drivers take themselves when they try to put everything out of their minds except the race.

The one/two result is now part of racing history - and a fairytale for Moreno as he cruised home, somehow symbolically led by his mentor Nelson Piquet. Moreno cried openly when he got out of the car. The tears were tears of joy and relief. Roberto had his chance in Japan 1990 and he shone.

Moreno's name has been linked with Benetton and Brabham in 1991 but his future is still far from secure. But at least he has achieved recognition as a real racer at the highest level of the sport. "I had been talking to a couple of other teams even before the Benetton chance came along and I am now not making any decisions and I'm not talking any more until I get back to England because I must concentrate and do my best. It worries me too much to think about next year."

"It all happened very slowly until Japan," said Moreno. "But at least it is happening - and now I can say I've learned enough to be able to win races. That's my future. That is what I want to do."

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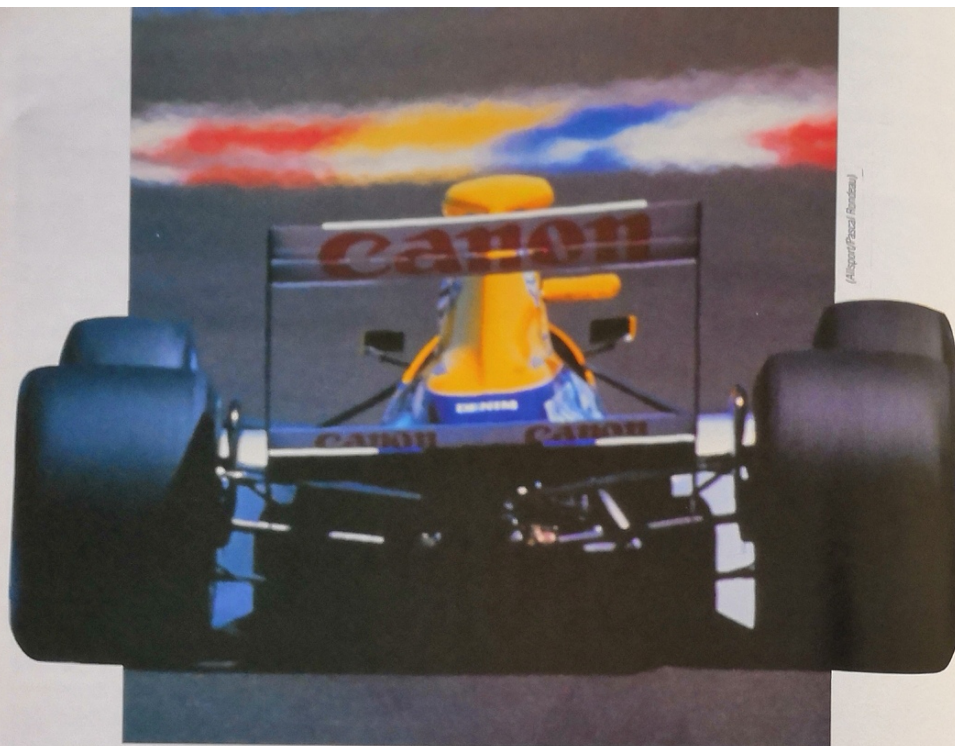


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British GP	Silverstone	July 14
German GP	Hockenheim	July 28
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Years ago he was not afraid to let the whole of socialist France know that he was taking up residence in Switzerland because he was sickened by the idea of handing over to the taxman 80% of the profits he made by taking incredible risks. And he insisted on the fact that the 20% left in his pocket just did not repay him for the stress, the frights and the anxiety experienced by him and his family every time he pulled down the visor on his crash helmet and moved onto the race track.

Alain Prost has never minced words. But this is due more to frankness than to forwardness; it is simply part of his nature to analyse each and every thing, and in the greatest detail.

In his everyday life as in his profession, nothing is left to chance. And the skill he has shown in Grands Prix has always been matched by similar clear-thinking and shrewdness in organizing his existence away from the motor racing track.

There is no point in relating episodes about Prost the racing driver, the spills and thrills, the great joys and the great disappointments. There is little left to reveal, except what each day brings in the way of fresh news reports.

But Prost is also a man eager to be up-to-date, well informed. He rarely misses the TV news and, even if he's in a hotel room in Japan, persists in trying to make out what he can from the pictures on the screen. He has always found meeting personalities from the worlds of culture, politics and art a stimulating experience. His keen intelligence and quick understanding are evident from his discerning remarks: on numerous occasions our chats with Alain Prost have touched on the widest range of topics. Which only goes to show that someone who makes risk his daily occupation is not necessarily an ignoramus who lives for danger and nothing else, with conversation limited to engines, tyres and circuits.

Looking more closely at what Prost has to say, you might not share some of his opinions but you have to respect him for being so thoroughly honest about what he is and what he thinks.

A Man Who Knows No Half Measures: Alain Prost

by
PINO ALLIEVI

Alain, you were born in 1955, a year marked by the Warsaw Pact, the death of James Dean, the Afro-Asian conference on racialism and atomic arms. How would you describe your relationship with history?

"I wasn't aware that '55 was the year of the Warsaw Pact, but I did know about James Dean. As for my feelings about history, I'd describe it as a river carrying a succession of events along with it. I try to take an interest in these events - I know a few dates of things that have happened over the last 30 years - but nowadays everything moves at such a tremendously fast pace. People who do a job like mine only have time to cast a rapid glance, though I like to be informed about everything that's going on. I'd be lost without news. And when you want to find out more about something it's already been and gone. Look at what's been happening in eastern Europe, the most important change to take place this century. And yet people already talk about it as something to be taken for granted, incontrovertible, almost past history."

What effect does it have on you, knowing that your name will be written in encyclopaedias alongside great men like Julius Caesar, Napoleon, Roosevelt, Kennedy and Churchill?

"There'll be just a couple of lines: Alain Prost, born 1955, racing driver, winner of three, four or five World Championships. But I will have so many important names before mine that nobody will notice it."

Drugs are the scourge of our age. The greater the effort made to fight it, the more ordinary people become convinced that it is a battle lost at the starting line.

"The campaign against drug abuse makes me think of others, for road safety or smoking: everyone is aware that the problem exists but behind it all there are enormous financial interests. I get the impression that people want the phenomenon attenuated, but not eliminated all together. It's like smoking: it's all very well to do away with advertising, but if smoking is really bad for people, why not do away with tobacco?"

Is the world becoming a better or worse place?

"I'd say things are getting worse, though not at any great speed. A lot of people say the world was once a better place. But who can demonstrate this?"

Italy is a country where kidnapping continues to be almost an everyday occurrence. Have you ever been afraid for yourself, for your son Nicholas?





Suzuka: a philosophical attitude can come in handy

"It's an embarrassing question to answer. I'm afraid of these things. Who isn't?"

A famous sportsman often has opportunities for contacts with the world's outstanding personages. Which meeting of the kind has meant most to you?

"The one I had with the Pope, although it's hard to describe exactly what I felt. I was awed by the grandeur of the occasion and the person. We talked about many things, he even told me that he occasionally watched Grands Prix on TV. This was at the end of 1985, at a time when it was being decided whether or not to go and race in South Africa. His Holiness touched on the question of apartheid and said that, in his opinion, I ought to go to Kyalami in order to maintain contact with this nation beset with troubles and doubts."

What is your opinion about racialism? Is it a problem much discussed in

Italy, with the nicety that black Africans looking for work here are defined as "non-EC nationals".

"It's a scourge on a par with the drug problem that we were talking about before, with the same degree of hypocrisy. Only a madman could be in favour of keeping different races separate. Whenever I've been in South Africa, I haven't seen the things you read about in the papers: my time is normally divided between hotel and race track, and there is little opportunity to take a proper look around. What sense does it have not going to play a match, or refusing to race, when the multi-nationals are working in day-to-day contact with this country? Perhaps, though, when certain sportsmen go there, they should actually get together and do something, say something. But with my fellow Formula One drivers the only topics of conversation are oversteer and

understeer. The opinions of people like us - who are far removed from political interests - could instead do something to help things. Then there's the question of immigrants from Tunisia, Mali and Senegal, who come to Europe in the hope of making a better life for themselves here. In this case the trouble is not immigration but integration. Often these people are not integrated into society in their host country. And this leads to racist incidents. Especially where unemployment is already a problem."

Eastern Europe: did you expect the upheavals that Gorbachev started?

"Yes. Gorbachev is a man I trust. But things have happened so fast and Eastern Europe already has a new look. Nobody could have foreseen the speed of these events."

What about terrorism? We are told it's one of the evils of a society that attributes too much importance to prosperity and consumerism, and inevitably creates social outcasts, often among its weakest members. With Europe experiencing an economic boom, do you think terrorism is likely to disappear or will it rear its ugly head again?

"I'm fairly optimistic. I like to think we are better off without having to suffer extremes of this kind."

And meanwhile the hole in the ozone layer is a threat to us all...

"I've read a lot about it. And I'm convinced that the problem is not as serious as it looks. The scientists offer too many conflicting reports. But I'm worried about this world and the way man continues to pollute the whole earth. It's easy to turn a blind eye: the problem is not that serious for us, but it will be for our children."

Have you ever taken part in any ecological battle?

"No."

The newspaper "Figaro" revealed that practically all the French keep a secret diary. Do you?

"I read the article but I don't believe it. The French are too lazy to make the effort..."

In France, as in Italy, there is an increasing number of crimes involving sexual violence against women and children.

"With my fellow Formula One drivers the only topics of conversation are oversteer and understeer"

"There are more and more alienated people, not integrated into society, who do incomprehensible things."

Our roads have become one enormous cemetery. What could be done to avoid all these car accidents?

"Road safety is a question that is constantly with us. Deaths caused by road accidents really sadden me. In France, for example, there are twice the deaths that they have in the UK and - I believe - one and a half times as many as in Italy. The fact is that people are underrated, treated like children. I see cars made of tin, for example, when it's known that the automotive industry has highly advanced technologies at its disposal, and I consider this an insult to the intelligence of the man in the street. Nothing is done to stop the production of insufficiently safe cars. This is plain hypocrisy. Look at the Formula One cars: terrible accidents happen, but rarely do they catch fire. In a crash involving two runabouts on a motorway, the cars' occupants are often burnt to death. To fit our safety tanks on standard models would be child's play and hundreds of thousands of lives would be saved."

Are strikes the only way of obtaining something?

"Striking is the reaction of people who consider themselves - and actually are - weak and can see no other way of obtaining what they feel to be

within their rights. But in relations between owners and employees it should never be forgotten that strikes can bring a whole country to its knees, also hurting people who are in no way to blame. It only takes air-traffic controllers in one country to stop working, for example, and half of Europe is brought to a standstill."

Is life easier in Switzerland?

"Much more so than in other places."

Are you still totally opposed to France's socialist government?

"The political scenario has changed considerably. In France the stereotypes of right-wing, socialist, communist no longer mean anything. It's the same everywhere. I'm just disappointed at the general way in which certain prominent politicians do their job."

Are you still criticised in France for having chosen to live in Switzerland?

"No. People's attitudes are not what they were a few years ago."

You have a six-year-old son: what do you think about the relationship between children and television?

"In normal doses, TV is stimulating. But you see incredible things in the Japanese cartoons they televise: deaths, massacres, killings. Nicolas is a very sensitive child and these things upset him. But at the same time he realises what's going on in the world. I was left speechless when I saw the violence portrayed in a new cartoon

film called Akira, that has just come out in Europe. Sheer madness."

How do you regard abortion?

"In the twentieth century it's normal. I'm a Catholic and a believer. But in certain cases it's inevitable."

Are you afraid of illness?

"Yes, very much so. Both illness and old age. After a full, healthy, sporting life, old age is hard to accept. And since my brother died of a terminal disease, illness has terrified me. I never take any medicines, I'm afraid of going to the doctor. But I have two thorough check-ups every year."

What sort of student were you?

"Diligent when it came to studying practical things, the subjects that I saw as having an immediate use. Languages, geography. I was the long-haired sort, a protester."

What do you think about when you are travelling by car?

"Lots of things. Momentary, topical things. Music is a diversion: I like every kind of music, though I can never connect the right singer with the right song."

Do you like going to the cinema?

"Yes, I often go. But it bothers me if people turn around to look at me instead of the screen. Popularity has spoiled a lot of life's minor pleasures. For example, I love going shopping, wandering about the shops, looking at the windows, buying toys for my son. But in some places I can't even walk around. It's not easy having



Alain Prost's face, you know!"

Tell me, Alain, do you think it's possible to be just friends with a woman?

"That's always my opening line..." (laugh) "But joking apart, I think it's difficult to be friends with a woman unless there is some feeling of affection."

Have you ever hated anyone?

"Not for longer than five minutes. I admit to having loathed people, but in this case too for a limited period of time. Then I try to patch things up, as I attempted to do with Senna."

What does solitude mean to an athlete, to a driver?

"In my case it's the fact of not managing to have a private life, not being able to go into a restaurant, shop or hotel without someone asking you how the last race went and how the next is likely to go. Generally speaking, I experience loneliness mostly during private tests between one Grand Prix and the next. I feel lonely when I'm travelling too: I always travel alone and in the long run it gets tedious."

What about adoption?

"Adopting children is wonderful if you can't have one of your own. Life without children is sad. For the adopted child too, it's marvellous. But if a couple can have children there's no point in adopting."



(Dominique Lenzy)

Who has been, or who is, the most important person in your life?

"My wife, Anne-Marie: she's the one who has always been at hand at important moments. With her even temperament she has been a great help to me in my job."

Capital punishment: are you for or against?

"It's very hard to say this but I think it should be possible to apply it in despicable cases of violence involving children, kidnappings of minors. I imagine the absurd case of someone killing my son: he'd be condemned to life imprisonment, of course. But with good conduct, after ten years this person would already be out, a free man. No, I just couldn't stand that. We must be aware of becoming too lenient."

Have you ever had dreams that were premonitions?

"I had an incredible one: I dreamt my grandmother was dead. I was a child at the time. I woke up in an awful state and rushed to her bedroom, next to mine. She was fine, of course. But the night after, she died. Since then I have believed in certain dreams."

Do you believe in an after-life?

"I most certainly do. I'd like to live a completely different, new life. I'd like to be an artist, that's right, a painter."

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By Spain the contract was more or less in place and now Nigel Mansell really was on the point of abandoning his retirement plans to sign for Williams Renault.

Then why, I asked, had he called together representatives of the British Press, barely three weeks earlier, and declared, finally and unequivocally, that he would be finished with Formula One at the end of the season?

Clearly the door was being left open to other forms of racing. It was no secret he was talking to Peugeot and Jaguar, and there was plenty of interest from America. But no way would he be driving a Grand Prix car in 1991.

'I said that because I meant it,' he replied, leaning forward, eyes wide, hand on heart. 'I really meant it.'

Mansell was aware, that Friday at Monza, that his name was still being linked with Williams and that as long as the seat remained vacant his name would continue to be linked with the team. He had, though, just turned them down and wanted to put a stop to the speculation.

Williams, however, would not be deterred. Under pressure from Renault and sponsors alike, they were desperate to sign a 'star' and Mansell was the only one on the loose. They had missed out on Ayrton Senna and Jean Alesi was patently more interested in Ferrari.

The package Williams eventually presented to Mansell proved irresistible.

British Brigade: is there a World-Beater there?

by
DERICK ALLSOP

ible: No. 1 status, spare car, commitment from Renault and an estimated six million pounds. But before all that came together, emotional and psychological forces were at work on the Englishman. Even as he spoke, that Friday morning at Monza, those forces were at work. He was into the U-turn.

Minutes earlier the Italian fans had greeted him enthusiastically, applauding him all around the circuit. One banner proclaimed: 'Nigel, you'll be in our hearts forever.' After a

blinding lap in the afternoon he climbed from his Ferrari, waving and blowing kisses to the stand opposite the pits. The 'tifosi' responded with an explosion of cheers.

On the Saturday evening Mansell was at the centre of a remarkable scene. He'd returned to the pits to chat to his crew and gladly signed autograph books and pictures for a few lingering fans. Gradually the few became a mob but still Mansell signed everything that was thrust before him.

Suddenly he was on the pit wall, conducting the chanting. When, at last, it was time to go, he simply hurled himself onto the human mattress to be borne to his sanctuary. No-one can recall having witnessed the like of it.

After the race he left with a large bag of fan mail over his shoulder. All had been sent to him care of the Italian magazine *Autosprint*. All implored him to carry on racing.

Wouldn't he miss all this? 'Yes, of course I will,' he conceded in a soft voice. 'I've always loved the racing and I've always loved the relationship I've had with the fans. I rise to the fans, and the fans of Italy and Britain are the best in the world.'

After taking pole position in Portugal and again when he arrived in Spain, he talked of the effect the Monza fans had had on him. As he pointed out, he was leaving Ferrari and in most cases a driver in that situation knows he has been crossed off the fans' Christmas card list.

With Mansell it was different and



The fans - reason for Mansell's reversal?

that touched him. An unashamedly emotional man, he had been moved by all the bags of fan mail he had received. They tumbled in from all parts of the world. So had the offers. It was time for serious talking, and consideration, with his wife Rosanne.

She had been openly relieved when he made his retirement speech at Silverstone. He, in turn, stated he wanted to put his family first. As the weeks went by he realised he wanted to race in some formula and sportscars seemed a fair compromise. Less pressure, less hassle, more fun and some pocket money.

But after Monza that no longer appealed so much. He was beginning to see that. Perhaps more importantly, so was Rosanne. She told him that she would be anxious no matter where he raced, so he might as well stay with the formula he knew - and have another shot at the Championship.

Rosanne was with Nigel in Spain. It was, he said, an opportunity for her to 'take a look at the whole thing again.' What she saw on the Friday, eight minutes from the end of the first qualifying session, shook her. Martin Donnelly was seriously injured in an horrific crash.

Williams hoped to announce their capture the following day, but Mansell was not ready. The circumstances were not right and he wanted to study every detail of the contract, back home on the Isle of Man. 'I've had all these promises before,' he said. 'I had a concrete contract at Ferrari but we found some grey areas. You learn every year. I'm not the one pushing, they are.'

On the Monday, pushed or not, he fell in with the deal. It would be for one year, with a one-year option.

Eleven weeks after declaring his

intention to retire, Mansell said: 'Had I let this opportunity go I might have regretted it for the rest of my life. You can't go back, you have to take the chance when it's there.'

'I'm driving better than ever, as my first and second places in Portugal and Spain showed, and I've got the packages I've worked for all the years I've been in the sport. I couldn't throw that away.'

'I can only say that I'm amazed myself that my decision has been reversed. It wasn't until mid-morning, on that Monday, that I finally made up my mind. Everything I asked for has been delivered.'

'It took the persuasive powers of the Williams team and Renault, and pressure from the fans to make me carry on. But it also needed the 100 per cent support of Rosanne. She feels that if I am not going to hang up my helmet altogether, then it does not really matter to her in what formula I actually drive.'

Formula One is rubbing its hands at the prospect of seeing the top three drivers in three different cars next season. But can the Williams really compete with Ayrton Senna in a Marlboro McLaren Honda and Alain Prost in a Ferrari? This year the Anglo-French runner has generally been outclassed by the other pair.

Mansell's response is positive and instant: 'I hope to make the difference and I believe I can. There is an awful lot of ability in the

team and I am sure we can take on the other top teams again. What they need is a lift and I feel I can give them that. Together we can really make a go of it next season.'

Mansell won 13 races in his first stint with Williams and was twice runner-up in the World Championship. His partner in 1991 - as in the frustrating year of 1988 - will be Riccardo Patrese.

'I am sure Riccardo and I will work well together' said 37-year-old Mansell. 'We know each other well and we both know how to get on with the job. He is very experienced and, don't forget, very capable of winning races.'

'He and Thierry Boutsen have put in a lot of work there. Just as Alain is reaping the reward for the hard work Gerhard Berger and I put in at Ferrari, so I should enjoy the benefit of the efforts these two guys have made at Williams over the last couple of years.'

He added: 'I am very conscious that we may not have many British drivers in Formula One next season so we carry a lot of responsibility at Williams. Hopefully we can fly the flag all the way to the Championship.'

Two other British drivers had yearned for the chance to drive next

Brundle - hoping for a competitive drive at last



Good sign for next year's Mansell-Patrese team?

season's Williams. Martin Brundle and Derek Warwick were eventually told: 'Sorry, not this time.'

The pair were also in contention for the same job at Brabham. Brundle clinched the deal and Warwick found himself outside another closed door, unsure which way to turn.

For Brundle it was a return to the team he left the previous winter amid clouds of financial uncertainty. As in 1988, he turned to Jaguar and sportscar racing. His first stint with TWR brought him the world title, the second a share of the Le Mans spoils.

But, just like Mansell, he succumbed to the lure of the Grand Prix stage and this time he is confident Brabham have got their act together.

Brabham have linked up with Yamaha, who are equally determined to find their way in 1991. Honda set the pace and the standards for all Japanese concerns and rivalry is intense.

Yamaha are consequently making a considerable investment in the project and, with the prospect of major sponsorship, there should be no more doubts about resources.

Brundle said: 'The whole package looks very promising and exciting. You sense there is a real commitment all round to do this properly and I believe we will get it right.'

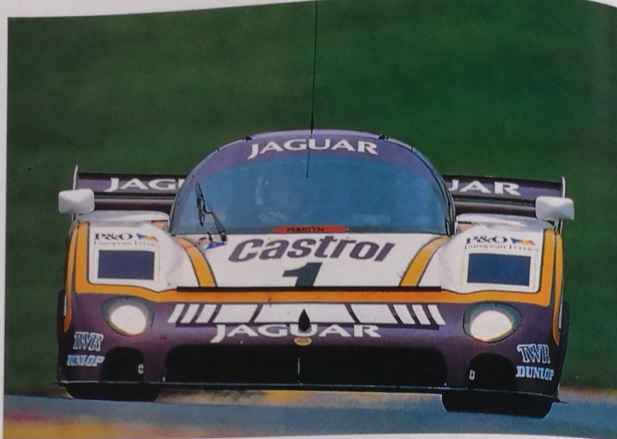
No-one is going to make any wild predictions about next season. We are going into this with our eyes open. To be realistic we are talking about a two-year project to be in a position to have a genuine impact. But the important thing is that I am sure we will have the ability and ambition to progress. The V12 has enormous potential and everything about Yamaha is geared for success.

From a personal point of view it's great to be back in Formula One. You get a very special buzz from Grand Prix racing and you probably appreciate that more when you're out of it for a while.

'Hopefully I am back to stay this time. We've all got a huge job to do but the will is there, I believe I have returned a better driver and I intend to do all I can to demonstrate that next season.'

Brundle, of course, was the young man who pushed an even younger Ayrton Senna to a last-race decider in the 1983 British Formula Three Championship. Both were duly summoned to the top class the following season.

But while Senna made his majestic ascent to the pinnacle of the sport, Brundle lurched from one setback to another. After three years at Tyrrell



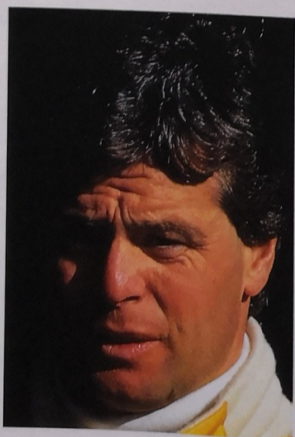
Martin quits Jaguar: Derek (below) takes his seat

he mistakenly felt Zakspeed might give him fresh momentum. Jaguar did, only for Brabham's management problems to put a totally unexpected obstacle in his path. Once again, Jaguar provided the escape route.

At the age of 31 Brundle still has time on his side. With No. 1 status at Brabham he is guaranteed the best they can muster and they will undoubtedly benefit from his knowledge and sheer presence. Who knows, he could still make it to Williams one day.

But what of Warwick? While his compatriots were enthusiastically planning their 1991 Formula One campaigns, the Jersey-based driver was solemnly conceding: 'It looks as if I'm out.'

Mansell's decision to drive for Williams removed Thierry Boutsen's lingering hopes of staying with the Didcot camp so he confirmed his deal



with Ligier. Another possible seat for Warwick had gone.

Perhaps, though, there was still a chance of the other Ligier seat? With Renault engines on the way they were intent on some prudent restructuring. Alas for the Englishman, the French team chose a French pilot, newly crowned Formula 3000 champion Erik Comas.

How about Derek's old team, Arrows? A glimmer of a chance appeared to have emerged there. At the time of writing, however, it seemed that chance had disappeared again.

A miserable season was plunging him to still deeper despair. And on top of it all he had to cope with his accident at Monza, and then teammate Martin Donnelly's gruesome crash at Jerez.

Warwick set a 40-point target as he launched his season with Camel Lotus Lamborghini. Now it hurts to be reminded. 'Don't embarrass me,' he pleads.

The team's fortunes this year are, in truth, no reflection on the service given by Warwick, or, indeed, Donnelly. A lack of winter testing handicapped them from the start and they were simply never able to compensate.

Warwick says: 'I'm confused and dejected by the whole thing. I want to stay in Formula One, but at the moment I really don't know if I shall be able to.'

It is a sad state of affairs when a man of Warwick's character is laid so low. Sportscars may benefit where Formula One is in danger of losing out.

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Grand Prix racing allows little time for outside interests. As an international professional business it has become all-consuming but when the circus reaches Monza it makes an exception and goes shopping. Mario Acquati's book and model shop behind the paddock is a magnet for every grown-up schoolboy in Formula One.

Keke Rosberg made a whirlwind visit and spent over £1000 on ten hand-crafted 1/43rd scale models of cars he had raced and cars that he regarded as significant in Formula One development. John Watson bought a bright green GTO Ferrari as raced by David Piper in the Sixties and the 340 Ferrari driven by Luigi Chinetti and Fon de Portago in the 1953 Carrera PanAmericana. "Wattie" is building up a collection of models of all the cars he has raced.

Engine wizard Brian Hart buys books and designer Gordon Murray was always one of the early shoppers when the Grand Prix group arrived at Monza for testing or racing.

It never happens in any other country perhaps because no other track has such a Big Boys' Toyshop virtually attached to the paddock. It also happens that Mario is a racer as well as a shopkeeper. He speaks their language. In 1964 he started racing with an 850TC Abarth, staying with various Abarths until he switched to a Lola Formula Junior in 1967. Now he races a front-engined Volpini Formula Junior in historic events. Mario opened his first shop in Monza in 1965 specialising in Momo speed equipment and accessories and in the following 25 years expanded into books and models and built up an international reputation. "In 1965 we only opened the shop for races on five or six weekends a year. Now there are races nearly every weekend and we are open most of the year." He speaks good English, French and German and his wife Lori is also multilingual. Mario's two daughters, Eleanor and Licia, help out on busy weekends.

The window of the shop is massed with 1/43rd scale models of every description and there are now scale models of the drivers' helmets, each one hand-finished in France. An international collectors' club is growing with members anxious to follow

Mario's Monza Shop for Big Boys' Toys

by
EION YOUNG

their particular theme. Some will follow one driver and collect every type of helmet he wore and every change of livery. Others collect helmets of the World Champions - you can buy historic helmets as well as the current hot-sellers like Senna and Prost - and others simply place an order for every

Lori and Mario - and a toy for the big boys!



new helmet that comes from the cottage industry in a French country village employing seven craftsmen to make and paint the tiny helmets.

You can also buy perfect scale models of the drivers themselves! These are made in Britain by another hobby businessman who asked not to be mentioned as he already has more business for the hand-finished model people than he can cope with. He started in the world of Hornby trains and double-0 gauge producing guards and railway porters and ventured into the miniature world of motor racing.

The most popular racing car models are 1/43rd scale but small doesn't mean cheap. A popular new model on the market this year was a tiny version of the Ferrari 640 Formula One car made by the BBR company, official modellers to the Ferrari factory. The F1 car sat beneath a plastic dome to ease the chore of dusting and there was a numbered plaque to denote its edition of only 100. These sell for just over £200 and are regarded as collector's items of the future.

I spent rather more than I had meant to on a model. I NEVER buy models because I think the line is too fine between a toy that costs pence and a model that costs over £100 which is what I paid for the model of the 166 Mille Miglia Ferrari spyder that Luigi Chinetti had driven to win the Spa 24-hour race in 1949. The attraction of this particular model was that the damage done to the car during the round-the-clock race had been faithfully recreated dent-for-dent and scratch-for-scratch in miniature. In two separate accidents Chinetti had hit two houses and injured two women spectators!

A model in rather larger scale was about 3 ft in length, powered by a single-cylinder petrol engine and radio-controlled with a price tag of £1800. It came as either a McLaren with Ayrton Senna at the wheel or as a Ferrari driven by Alain Prost. Senna's off-track hobby is flying a radio-controlled helicopter and we wondered whether he might consider purchase of the radio-controlled Prost Ferrari to use it as a modern equivalent of poking pins into a wax effigy...

Acquati also deals in rare old motor racing books, posters, photographs, art and

collectors' items. This year I bought a photograph of Piero Taruffi with his special twin-boom "Tar" record car signed to "Giovannino" Lurani with details of his 500cc world speed record set in 1948 at 128.86 mph (207.40 kmh). Other gems included the original GP Cisitalia artwork commissioned but not used for the Italian Grand Prix poster in 1950. Less expensive (about £50) was a 1985 Goodyear poster which was the last time Enzo Ferrari appeared with his cars for promotional purposes. The poster shows Mr Ferrari in a cobbled courtyard with a Formula One car, a modern Testa Rossa and a 308.

If Ferraris in stained glass capture your imagination, Acquati could offer a 1950s California spyder in leaded stained glass at £750 or a 1950s Testa Rossa sports-racer in an edition of six. A pre-war Talbot coupe in stained glass was £1500 in a limited edition of only three.

The Acquati archive includes thousands of photographs and original sales catalogues carefully filed. A photograph album that captured my attention was devoted to the 1928 Italian Grand Prix and the work of noted Milan photographer of the time, Giovanni Strazza. These original photographs caught the period of racing perfectly: Brivio standing beside his Talbot in the pit-lane wearing plus-fours, Campari standing in a baggy suit looking more like a country farmer than a Grand Prix driver. By direct comparison there is a close-up shot of Achille Varzi in the cockpit of his P2 Alfa Romeo looking every inch the Grand Prix ace of the day with his slicked-back hair and central parting.

Mario's shop is a magnet for the racing writers. Gerald Donaldson, the Canadian author of the excellent racing biography of Gilles Villeneuve, was on hand to sign copies of his book just released in Italy and at any time during the weekend when Formula One cars weren't on the track, you could find Alan Henry, Nigel Roebuck or Maurice Hamilton fossicking through the files.

In a profession renowned for thinking only of the next race and regarding history as yesterday's qualifying times, it comes as a pleasant surprise to know that a model shop in Monza can bring out the little boy in the toughest racer...



Author Young (right) with Mario, PE writer David Tremayne, Nigel Roebuck and Gerald Donaldson



The car that sustained Alain Prost's world title challenge until Japan was designed by Enrique Scalabrini, who left the Scuderia in July. It has seen constant aerodynamic and mechanical changes through the season - larger front wings, revised rear suspension, rear wing without central pillar at Monza - while Ferrari, concerned by the summer unreliability of the new V12, have been taking four cars to each Grand Prix: two to race, with older engines, two "qualifying cars" with the newer unit.

AERODYNAMICS

- 1) Nose altered - to differ from John Barnard's 640?
- 2) Radical long, curved sideplate skirts introduced in Canada - to generate a vortex counteracting vorticity from front wing tip
- 3) The 640's raised underside is retained
- 4) Small air scoop for front brake
- 5) Sidepods, as on the 640, are long and narrow, air exiting at the very rear of the car. Air intake (5) has also been slightly altered, with interior airflow fed through an interior channel (6) on to the water radiator (7)
- 8) When the car needs extra cooling some air may exit through side of pod as on 640 but with revised layout
- 9) Battery, electronics and transmitter for on-board camera (10) located in left side of upper bodywork
- 11) Wider engine air scoop
- 12) Smaller air scoop for cooling damper reservoir introduced at Belgian GP
- 13) Small holes lead air to eight electro-valves operating 7-speed semi-automatic gearbox

Drawing Board: Ferrari 641/2



by
**PETER NYGAARD
and BENT SORENSEN**

- 14) Gearbox oil cooler located just in front of rear wing support
- 15) Low-speed rear wing (illustrated) has three sections; high-speed version retains only the upper section

FRONT SUSPENSION

- 1) Front suspension pushrod (1) connected by rocker (2) to Penske damper (3), featuring rubber bump (4)
- 5) Gas cylinders connected to dampers. Reservoirs are mounted inside the monocoque
- 6) Unique Ferrari torsion spring system: bottom of the torsion bar is grooved, and it fits into the interior cylinder (7) which, via the arm (8) and a link (9) fits on to the monocoque. Spring (6) is fastened by the cap (10)

- 11) Long links connect left and right suspension movements, both being fitted to the same beam (12) acting as a very rigid anti-roll bar and giving same ride height on both sides.
- 13) When a more flexible anti-roll bar system is needed, links (11) are connected to different beams to induce torsion

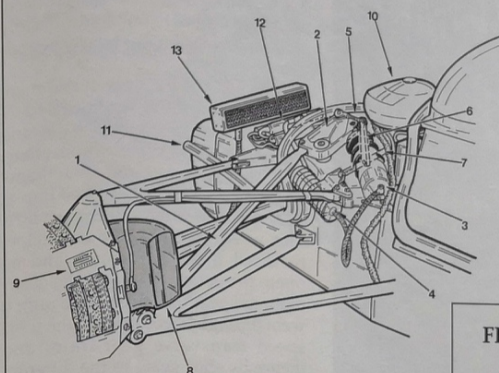
MONOCOQUE

- 1) The front of the 641/2 is very high to give maximum torsional rigidity. Monocoque is made of flat panels, with holes for mechanics to work on interior steering parts (1) and (2) gas cylinders for dampers
- 3) High sides cut to allow room for pushrods
- 4) Holes for brake and clutch master cylinders
- 5) Upper wishbone mounted on outside of monocoque, lower inside through small holes (6)
- 7) Interior frames increase stability and monocoque strength
- 8) New, larger and squarer sidepod design
- 9) Required roll-over bars behind driver's head and above his knees (10)
- 11) Nosebox protects driver's feet in frontal impact

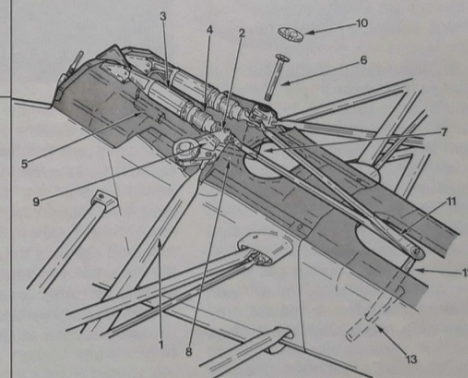
GEARBOX AND REAR SUSPENSION

- 1) Rear suspension is classic pushrod (1) plus double wishbone
- 2) Rocker connects pushrod to classic spring/damper unit mounted on top of gearbox
- 3) Damper has gas reservoir (4) to cool gas and maintain same damper characteristics
- 5) Link connects rocker (2) to arm (6) giving torsion in anti-roll bar (7)

GEARBOX AND REAR SUSPENSION



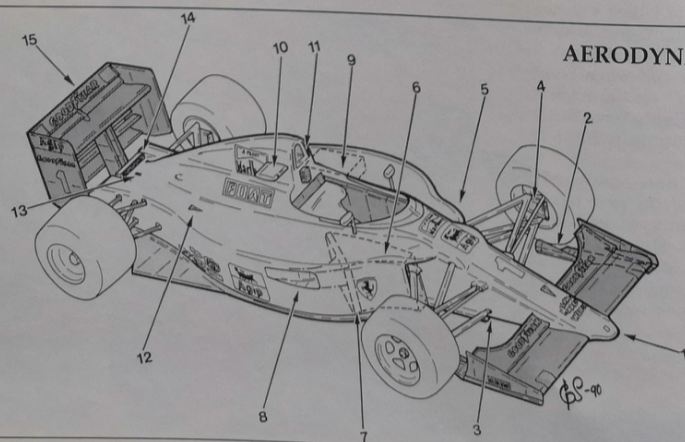
FRONT SUSPENSION



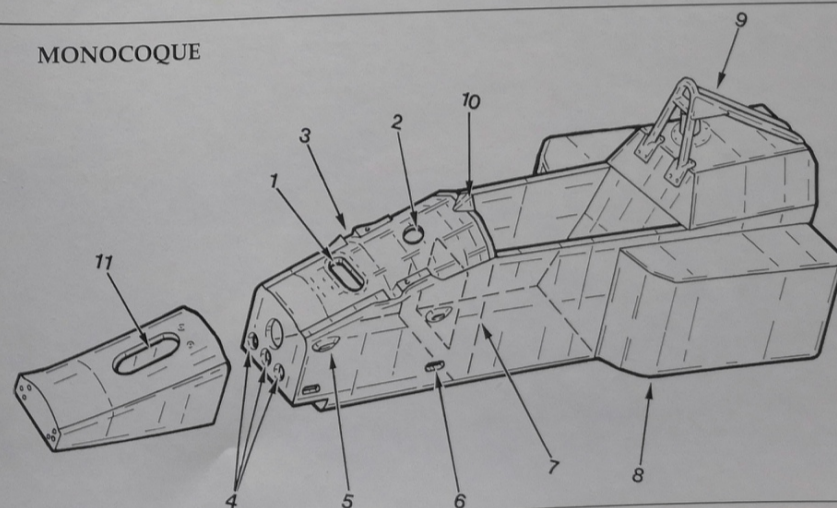
- 8) Two-part air scoop, one leading air to wheel bearing and brake disc, the other to Brembo caliper (9)
- 10) Airbox for breathing engine oil system via pipe (11)
- 12) Eight electro-valves activating semi-automatic 7-speed longitudinal Ferrari gearbox behind rear axle. Valves repositioned at top of gearbox to allow easier access
- 13) Traditional gearbox oil cooler

PE

AERODYNAMICS



MONOCOQUE



It is everyone's idea of a "real" racing car; cigar-shaped body, six-cylinder engine, wire wheels, skinny tyres...and red! Fangio was World Champion in it in 1957, and set a lap record at the Nurburgring which the pundits said would never be broken. (It was, of course, only a year later.) It is sufficiently recent that many of the 34 which were built survive and are still racing in historic events - often lapping faster than in their heyday.

The 250F first appeared in 1954, when the 2.5-litre Formula 1 was introduced, and won first time out; Buenos Aires, January 17 1954, driver Juan Manuel Fangio. There was also a 250F in the last race of the 2.5-litre Formula, at Riverside on November 20 1960, but by then the design requirements for Grand Prix cars had changed completely and the front engine layout was obsolete.

The basic layout of the 250F was similar to that of the 2-litre A6GCM Formula 2 car raced in 1953 World Championship events, in one of which Fangio won the last race of that season, at Monza. However, in detail design it was all new. The chassis was multi-tubular, with front suspension by unequal length double wishbones, coil springs and an anti-roll bar. At the rear a de Dion layout and transverse spring was used; the de Dion tube was located longitudinally by double radius rods, and laterally by a

The Great Grand Prix Cars: Maserati 250F

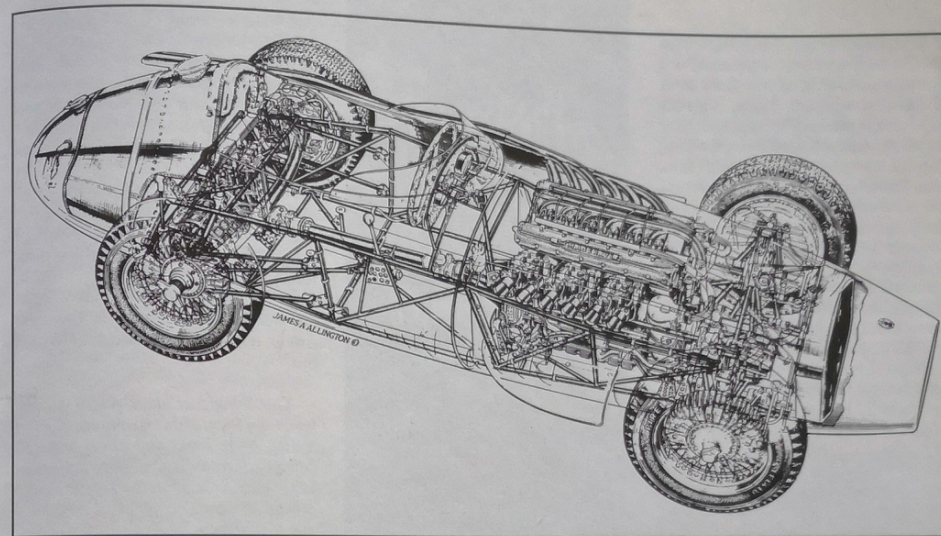
by
DAVID PHIPPS

sliding block running in a vertical channel on the casing of the gearbox/final drive unit; the transverse spring also acted as a rear anti-roll bar. Spring damping was by double-acting Houdaille rotary vane shock absorbers. Unusually, the de Dion tube was mounted ahead of the axle to reduce the car's polar moment of inertia - notably by bringing the fuel tank as far forward as possible; nowadays, of course, because of the very large

variations in weight distribution involved, it would be unthinkable to have the fuel tank of a racing car behind the rear wheel centre line. Large, finned drum brakes were used, mounted outboard and hydraulically operated. Steering was by worm-and-sector.

The 2493cc in-line six-cylinder engine had a bore and stroke of 84 x 77 mm, two overhead camshafts and three twin-choke Weber carburettors; in 1954, using a mixture of methanol and benzol, it developed 240 bhp at 7400 rpm, just under 100 bhp per litre. This was transmitted by an engine-mounted multiplate clutch and an open propeller shaft to the rear-mounted gearbox/final drive unit; it went through bevel gears to the four-speed transverse gear-train, and thence by spur gears to the differential assembly; both final drive and individual gear ratios were fixed, and the overall ratio was varied by changing the input bevels. The driver sat above the propeller shaft, with his feet either side of the clutch bell-housing and with the accelerator pedal to the left of the brake.

The first two cars arrived at Buenos Aires virtually untested, and immediately suffered bearing failures as a result of the oil getting too hot. (The oil tank was mounted alongside the engine.) And when Fangio complained about the handling, an improvement was effected by cutting



out two chassis tubes! Subsequent testing resulted in the handling being improved by spring changes, but the lubrication problem was not completely solved until the oil tank was moved to the extreme rear, behind the fuel tank. For Spa Fangio had a revised cylinder head, with larger valves, and won again, with Stirling Moss third in the standard car which had been bought for him by his father with the aid of BP. At Reims, of course, Mercedes came on the scene. And for the remainder of the year Maserati's best result was second at Barcelona (Luigi Musso). Moss had shown such promise that he was loaned a works engine, and led at Monza until ten laps from the end, when an oil pipe failed; in 1955 he joined Mercedes.

By 1955 the 250F was relatively reliable, and was very successful in non-championship races, but in the year's six Grands Prix it managed only two thirds - a record attributed by Maserati to the lack of top-line drivers. During the year revised bodywork, wider brakes and a five-speed gearbox were introduced, and fuel injection was tried - unsuccessfully.

At the end of the season Mercedes withdrew from racing, Fangio went to Ferrari and Moss returned to Maserati, leading at Buenos Aires until his engine went off and winning at Monaco. With second place at the Nurburgring and another win at Monza, he was a close second to Fangio in the World Championship; Jean Behra, with a second and four thirds, was fourth. Because of the Le

Mans disaster, there were only six Grands Prix that year.

During 1956 the cars underwent considerable development, and there were also experiments with disc brakes. The most important changes were made in September, when two "offset" cars appeared at Monza for the Italian Grand Prix. The engine was angled 5 degrees to the centreline, with the propeller shaft running diagonally to a revised transmission unit; this allowed a lower seating position and thus reduced frontal area.

For 1957 Moss switched to Vanwall and Fangio returned to Maserati, inspiring the building of several "lightweight" non-offset cars. Nitro-methane was added to the fuel, an air-box was fitted to the carburettors, and the wheels were offset to improve brake cooling; the end-product was ex-

remely businesslike, and vindicated itself when Fangio and Behra finished 1,2 at Buenos Aires. Fangio won again at Monaco, Rouen and the Nurburgring, and with second places at Pescara and Monza he was World Champion by a comfortable margin.

During 1957 a V12 engine was produced, which developed over 300 bhp but had a very narrow power band; it appeared several times but only showed real promise at Monza, where it eventually failed in spectacular fashion; it might have been developed for 1958, when the rules required a switch to commercial fuel, but at the end of 1957 Maserati withdrew from racing; their decision was made for sound commercial reasons, but they may also have realised that the days of the 250F, and indeed of all front-engined racing cars, were numbered.

At Reims in 1958 a final, "Piccolo" version of the 250F finished fourth, driven by Fangio. Two more cars of this type were built, for the American enthusiast Temple Buell, and one finished fourth at Monza; these were Maserati's last World Championship points.

For five years, during which other manufacturers came and went, the 250F was the backbone of Grand Prix racing - as it is today of Historic Formula 1 racing. It was a car which could be driven well by many, and brilliantly by a few; it was one of the best front-engined racing cars ever made.



Maestro Fangio in the Maserati at the Nurburgring in 1957



Jim Clark once said that Dan Gurney was one of the toughest opponents that he had ever driven against. Along with his contemporary Phil Hill and, later on, Mario Andretti and Peter Revson, Dan Gurney is one of only four Americans to win a modern era Grand Prix. Gurney, the tall American from California, made his Formula One debut in 1959 with Ferrari. After that he drove for BRM, Porsche, Brabham, his own Eagle team and McLaren. Highlights of his F1 career include four Grand Prix victories, three poles and 22 front row starts.

And then there was the magnificent double in 1967 when he won the Le Mans 24 Hours in a Ford and followed it up by driving his own Eagle Weslake to victory in the Belgian Grand Prix at Spa. Today, Gurney is the owner of Team Toyota which competes in the American IMSA GTP series. It was at one of those IMSA races that Gurney took time to reflect on his own Grand Prix career and to compare it to Formula One today.

Stories and photos of Grand Prix racing in the 1960's tell of a relaxed and friendly atmosphere. Was it really like that?

"It didn't seem any more relaxed when the flag dropped. We had fewer races. I think life in general is more hectic today. There are so many more things - like electronic communications - that intrude on life now. There's more information given out about racing today than ever before. And, of course, when the money goes up, you get more people interested. So, yes, I'd say racing weekends are more hectic now. But I don't know about the driving itself - I seriously doubt that it's any more hectic than it was then."

In the 1960's the drivers didn't rush off right after the race. These days it seems like the teams spend as much time planning their escape from the track as for the race itself. The chequered flag starts the race for the helicopters.

"I remember talking to Pete De Paolo who was driving in Europe in the late 20's, and he said that there would be three weeks between Grands Prix or races, whether they were GPs or not, and they would go on picnics and go visit from one town to another: travel and really get to see the place. Well, of course, you really don't get to do that anymore. You jump into this tube and fly through the air. I don't know if you are really doing anything or living any better. I admire somebody who is able to know how to get

The Way it Used to Be: Dan Gurney

by
DAN KNUTSON

a lot out of life and not be subject to the pull of all this activity which may end up being very unimportant in the long run."

One of the biggest changes over the years has been the increase in testing. When Juan Manuel Fangio retired, Gurney says, it was the end of an era in more ways than one.

"I signed on at \$163 a month and half of the starting money (at Ferrari in 1959). Great huh? I made a little over \$7,500 that year. But I would not have missed it."

"Fangio was one of the last drivers of the type: you show up with your gloves, helmet and uniform and drive the car. And everything you do comes from looking within yourself to try and come up with something better. And then say the Jack Brabham type comes along. He's not only a very good driver but also an excellent engineer, mechanic, innovator. And he can get more technical help. Not

that Fangio couldn't, but it was almost not done: you worked with factories, and the engineers did their thing and you just got in and drove. Pride almost said you would not ask for something, although I'm sure a lot of that went on. But, anyway, it was soon a new era.

"Then you throw in the wings and the tyre wars. Then electronics gave you the ability to do the same sort of things that helped put us on the moon. Racing changed completely, I think, from the standpoint of what people are interested in - who is the best driver. It made it more difficult to find out."

One thing that has changed for the better - for the drivers - is salaries. Ayrton Senna, Alain Prost and Nigel Mansell will each earn over 10 million dollars in 1991. What sort of money did the top F1 drivers earn in the 1960's when Gurney was part of the scene?

"No one ever even knew. At the time when I began they considered that Stirling Moss made the most money. He was the only one with a personal manager. Everyone negotiated the so-called 'starting money' and so forth independently. I think the time when things reached the low ebb was in the early 70's when Bernie Ecclestone made the pact and took over FOCA. That's when it all began to change. Prior to that it was pretty slim pickings.

"I signed on at \$163 a month and half of the starting money (at Ferrari in 1959). Great huh? I made a little over \$7,500 that year. But I would not have missed it."

How did an American from California get interested in Formula One? Most of Gurney's friends must have been into drag racing and hotrods.

"I did some of the very early drag racing, and I enjoyed it, but road racing had an appeal to me. I used to read books about racing in Europe. I was a student of that sort of thing, so I was pretty much headed in that direction from the very beginning, although I had no idea of how I was going to get there."

He did get there. His first race was in 1955 in a Triumph TR2. Four years later Ferrari invited him for a test drive. How did the Ferrari F1 drive come to be?

"In those days Ferrari had a worldwide type of (tracking system). Luigi Chinetti was part of the Ferrari system over here. Chinetti, who ran a Ferrari team in the USA, told Ferrari about a 28-year-old American who was doing well in local races. Ferrari

asked me if I would come for an audition in Modena. I did and managed to be invited onto the team.

He went on to race four Grands Prix in 1959, scoring a second, third and a fourth. In 1960 he drove for BRM and then joined Porsche for two years. He spent 1963 through 1965 at Brabham before racing his own AAR (All American Racers) Eagle F1 car from 1966 to '68. He scored his first GP victory in France in 1962, won in France and Mexico in 1964 and again in Belgium in 1967. That, of course, was the Jim Clark era. What are Gurney's memories of Clark?

"Jimmy didn't blow his horn at all. I think that he spoke with his foot.

He was always able to extract nearly 100 percent out of his car, and he had a great following. He drove mostly for Colin Chapman. But, when he didn't, he did very well in the other cars that he drove. So Jimmy was a very worthy World Champion and Grand Prix driver.

"He was a friendly guy: he wasn't remote. Yes, he was shy, but he wasn't that shy. He was a little bit reserved, but he had a really good sense of humour. He could pull pranks... he was full of energy, and he was very adventurous in his driving. He didn't just stay in F1. He had enough self-confidence so that he would go out and race something even with the off

chance that he might get in the wrong car or look pretty poor. He loved to race. He is one of the few Europeans that did any NASCAR driving. He broke into Indy. He raced the Lotus Cortinas and the large Ford sedans."

Gurney, too, was an adventurous driver. In addition to F1, he raced and won in NASCAR stock cars, Indy cars, Can-AM and endurance sports cars. He won a total of 37 races in 10 different countries. One of the highlights of his career was in 1967 when he and AJ Foyt won the Le Mans 24 Hours. Two weeks later Gurney drove his AAR Eagle to victory at Spa.

"I was thrilled to win. At the time



the car wasn't running really super. We were in a little bit of difficulty - we had a high-speed miss. So I thought 'this is just the beginning'. I didn't realise that the way things were going to work out that was the only one we were going to win with the Eagle. So, as the years have gone by, it has meant more and more.

"But I always loved Spa. I almost won it in a Brabham once. Even in those days, even with that thing (the Eagle) it ran 196 mph down the fastest part of the track. That little kink in the road... it wasn't an easy thing to do without lifting!"

Gurney enjoyed the challenge of the old Spa circuit. He also enjoyed the 14 challenging miles of the old Nurburgring.

"I had the (1967) German GP pretty much in hand. I had a 40-second lead. Then with three laps to go the universal joint broke. That was always the one I wanted to win. It was the circuit that was most intimidating at the time. I managed to hold the lap record there a couple of times, and that meant a great deal to me."

1968 marked the end of the AAR F1 effort. At the time AAR was competing in Grand Prix, Indy and Can-AM. "It was very apparent that we're just spread too thin," Gurney said in an interview in 1968. "We're just not big enough to do it. Therefore... the decision was to give up Grand Prix racing."

Some people say that Gurney could

have won more except that he couldn't leave well enough alone - he would get a car set up and then change it for the worse. Does Gurney agree with that?

"Well, no, I don't. I don't suppose I'll ever shed that (image). Not that people worry about it anyway. But if you look back, there were times when I was driving at Brabham for instance, that... we drove half a season without changing an anti-roll bar or a spring. So, it wasn't the case, although you are always looking for something that might improve things. It's interesting how those things get started. I have long since given up worrying about it."

Gurney chuckles. He hasn't lost his sense of humour over the years, and the smile on his tanned face is still as wide as you see in the photos of him in the 1960's. Looking to the future, will we ever see Gurney's AAR team back in Formula One or Indy competition?

"I don't know. I'm watching the 3.5-litre normally-aspirated formula with great interest. I have often longed for a world formula. It would be nice to have it so that you would have 10 different engine manufacturers really going at each others' throats. As a fan I hope that it comes to something. If that were the case, there might be a chance where we could come back in. We are actually building and designing our own IMSA GTP car. I think it will be very good. It will be made with the latest carbon construction meth-

ods. We are trying to maintain our capabilities, and I think we have made great strides towards a situation where we might be able to do something like that."

Switching to the road, what sort of car does he drive?

"Mostly I drive Toyota cars since we are associated with Toyota. I have a Toyota Supra Turbo and I drive Lexus. I also drive a Toyota MR2 once in a while.

"But nowadays there are a lot of bureaucrats that want to mind your business. You still want to drive as well as you can and still be responsible for others that are sharing the highway. So you have to be very selective and careful on what you do. It's hard to get to be an enthusiast for automobiles compared to what it used to be. Those days are gone."

Finally, going back to Formula One, if Gurney could have raced in his era or today, which would he choose?

"It was like driving a Volkswagen Beetle: you just wound the gearbox back and forth as fast as you could, and you were not getting anywhere. You could crouch down... if you had an eyebrow stuck over the cockpit you would lose half a mile an hour! Formula Vees are probably just a little bit faster than what we were driving!"

"The fact is that we had fairly skinny tyres, and cars felt like they had quite a bit of power. Once Marc Surer had an ATS F1 car with a 3-litre Cosworth in it and I had the 1962 Porsche, and we switched. We were fooling around at Hockenheim. Actually the Cosworth-powered ATS, even though it wasn't a super car, felt like it was geared like a cogged railroad, like the ones that climb up the mountains. It was almost hard to get the thing to wheelspin. Whereas, even though it was a 1.5-litre, you could promote wheelspin pretty easily with the Porsche.

"But I think I was very fortunate to get to drive on some of the old classic circuits. The old Nurburgring, Spa... I was lucky to drive the Targa Florio. These races had long histories, and even though they changed a little bit, they were very much as they once were. You touched the nostalgic aspects of it. I don't think the fellows today get a chance to relate to the way it used to be. So I appreciated that."

Gurney, who as a boy read books about drivers racing on the classic circuits, went on to race on them himself. And now he, too, is part of the racing legend.

PE

Historic victory: Gurney's Eagle flies at Spain in '67



(L47)

= Sports Seen =



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GAULD MINE

Americans Come Back!

Talk earlier on this season that Al Unser Junior was going to join the Grand Prix circus got me thinking about Americans in Grand Prix racing amongst whom we have had two World Champions in Phil Hill and Mario Andretti and a number of Grand Prix winners such as Dan Gurney (Porsche, Brabham and Eagle), Richie Ginther (Honda) and Peter Revson (McLaren).

But these were not the only ones for surprisingly nearly forty Americans have competed in Grand Prix racing, most of them on one-off drives in US Grands Prix.

Harry Schell was the first American to compete in a World Championship Grand Prix. Though brought up in France, Harry's parents were American and well known motor sport competitors; his mother won the Coupe des Dames in the 1929 Monte Carlo Rally!

He raced for many teams and his best result was second to Moss in the Dutch Grand Prix in 1958 driving for BRM; he was to finish fourth in the World Championship that season.

Of the Indy drivers who drove in Grand Prix, Bobby Unser drove a BRM in the US Grand Prix in 1968 but blew an engine and never came back to Formula 1, Roger Ward the

France 1959: Schell seeks some coolant!

Indianapolis winner ran a US Midget car powered by an Offenhauser engine in the 1959 US Grand Prix at Sebring and two years later drove a Lotus at Watkins Glen but the general attitude of the dyed-in-the-wool Indycar drivers of the day could be summed up by Indianapolis winner Troy Ruttman who "for a lark" came over to the French Grand Prix and raced a Maserati finishing tenth. He never came back but when asked about it later he remarked, "It was a hell of a fun race". It is ironic that in that race at Rheims in 1958 two other Americans made their Grand Prix debut, both of them sports car drivers, and one of them to become the first US World Champion three years later. The one who didn't make it was Carroll Shelby who drove a Scuderia Centro Sud Maserati and the other, Phil Hill who also drove a 250 F1 Maserati.

Until Mario Andretti came along a few years later Phil Hill was probably the most European-like of the American drivers and the man who really wanted to become Champion. Though much is said of the fact that in 1961, his Championship year, he was overshadowed by Wolfgang Von Trips who was killed at Monza, Hill was a good Formula 1 driver whose career

took a downward turn afterwards and I remember the sheer despair on his face at the 1963 Italian Grand Prix at Monza when he struggled with the pathetic ATS Grand Prix car.

Most of the other Americans to dip a toe in Formula 1 in the Sixties are virtually unremembered today, Jay Chamberlain, Ronnie Bucknum, Bob Drake, Herbert Mackay Frazer and George Constantine to mention but a few.

The real stars were Gurney and Gregory, Ginther and Revson and the superstars Phil Hill and Mario Andretti. Of them all Andretti was perhaps the greatest for, like many other greats before him, he was a winner in any kind of car you cared to place under him whether it was Indy Cars, Sports Cars or Grand Prix.

Grand Prix racing has always had a European bias and there has been a tendency to treat Americans as slightly inferior so it is not surprising that in turn the Americans seem unwilling to embrace Formula 1. Perhaps the European elitists should stand back for a minute and consider the fact that it was the French who started it all and they only ever had one World Champion...at least the Americans have had two!

PE



(LAF)

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MODEL PIT STOP

In the last few months we have been taking a close look at 1/43 and 1/20 scale models. This month, for a change, I thought it would be more interesting to look at some of the bigger scales around - and bigger not only in scale but prices and resale profits.

Many readers will already know of the Tamiya range of 1/12 scale kits such as the Lotus 72 and the Ferrari 312 T4 or even the Protar range with such cars as the Alfa Romeo 179. But there are others. Like, for instance, Milano 43, of Milan of course, with their superb range of 1/14 scale Formula 1 cars such as the Ferrari F189. This is the Brazilian Grand Prix car which Nigel Mansell drove to victory and it retails at around (wait for it) £750 per car.

The cars have to be seen to be believed. At present the Milano 43 people are working on a limited edition 1/14 scale Ferrari 641/2. There will be only 100 models made and they will come complete on a covered display stand, retailing at around £800. When you think, however, that the 1989 Rio winner is already changing hands at £1,100 and upwards, then you realise that the price makes it a good investment.

The only problem is that the chances of obtaining one are limited by the fact there is already a waiting list and the models have to be paid for in advance.

Another range of cars made in a larger scale by another firm in Italy comes from a company called MG Models. They produced a very nice model of the Ferrari 156 complete with removable wheels and engine cover. They sold for £500 and are well worth looking into.

There are one of two other up-market models worth checking out, such as the Ferrari 312T produced by Superior Models of Japan. The kit comprises about 250 different parts and retails at about £175. If built up, it costs £400. I believe it is well worth the money.

If you would like details of any of the models I have written about, please contact me at Just Cars Anyway in Swindon and I will be pleased to offer any help I can give.

Collectors' Tip

Do you remember a few years ago that Corgi Toys of England released a range of diecast cars like the Shadow, Tyrrell P34 and Lotus 72? Well, where other old Corgis have shot up in price, the F1 range can still be picked up for

between £15 and £20 per car. If they are in mint condition, as many still are, I think they make a great investment. If you see any, buy one or two or more, and store them away somewhere safe. I believe the price will shoot up over the next few years.

Latest News

- A little bird has told me that a well-known model company from Japan is going to release a new 1/12 scale F1 car before the end of the year. FDS Kits of Italy have released their complete range once again of all the 1979-80 Formula 1 cars in 1/43 scale, including all the Villeneuve Ferraris.

- Market research shows the model market has grown by 25 per cent in the last year and 15% of that was for model cars. Just Cars Anyway's new F1 listing is now available. Please send me a stamped addressed envelope for a free copy.

Allen Syms, Just Cars Anyway



Mario's Monza Toyshop - see pages 60-61

Mailbag Replies

Answers to Quiz No. 7 - 1983

1. John Watson 2. Dutch GP 3. None 4. Eddie Cheever 5. Twelve 6. Riccardo Patrese 7. ATS 8. Jonathan Palmer 9. Brands Hatch GP of Europe 10. Tyrrell, Detroit.
Duke Marketing's 10 Video Winners J.C. Pinches, Notts. D. Voaden, Devon. Martin Dunker, Ludenscheid Germany. T. Beaumont, Lincoln. R. Briggs, Beds. M.A. Pattison, Cheshire. Juan Carlos Calzada, Vizcaya Spain. Kenneth Go, Hong Kong. Paul Sharman, South. Humberside. Bjorn Ersmar, Bollnas Sweden.

Just Cars Anyway Model Winner M.S.

RECOMMENDED READING



This is probably the biggest book you'll ever buy! Its 384 pages are crammed with Joseph Emonts-pohl's excellent pictures, to which Burkhard Nuppeney has added a short text on each of the 180 drivers discussed.

As Niki Lauda says in his preface to the book, it offers a "rear-mirror view of the pictures and stories and the people behind them", though some may find the pictures whet the appetite for those stories but the sheer concision of the texts is an hors-d'oeuvre rather than a real main course. The original texts are in German, and the book comes complete with a separate "English and French annex" that has to be matched to the relevant photography.

The pictures, though, are a feast in themselves: concentrating on off-duty moments rather than on-track mayhem, they are a kaleidoscope of motor racing memories that any true fan would be glad to have on the shelf.



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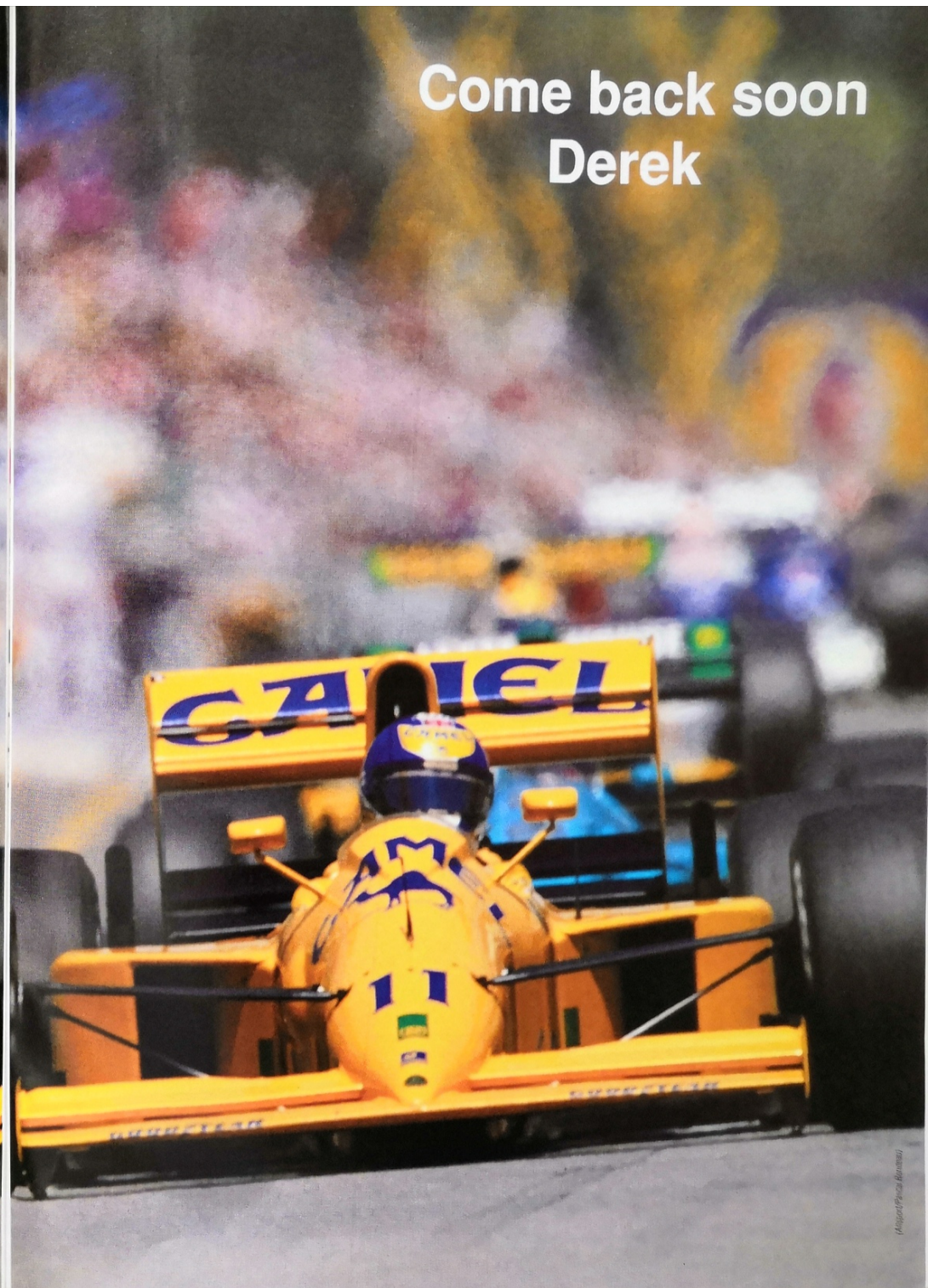
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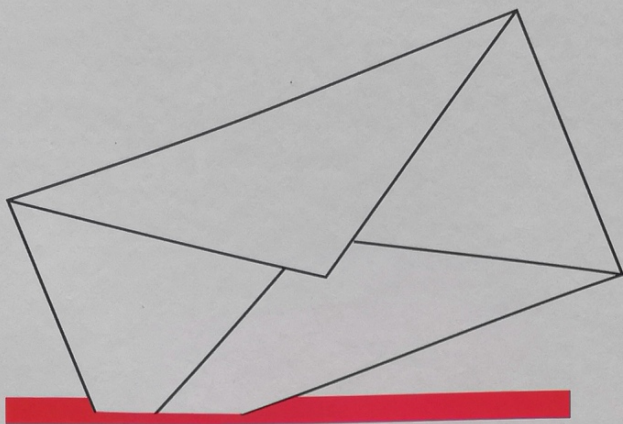
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Letters to the Editor

Action, please, FISA

Sir, For the most competitive season for some years to end as it did in Suzuka will have done F1 a great deal of harm. We have Ayrton Senna declared world champion and in my opinion a very unworthy champion. Why is it that actions like that of Senna taking off his rival Prost can be got away with? Both McLaren drivers have been guilty of very dangerous driving during this season and have ruined the chances of some other big name performers, Mansell, Nannini and Prost being just three. Still nothing is done to stop this type of dangerous driving. I was of the opinion that Senna was under some form of probation after his actions in taking off Prost at Suzuka in 1989, but still he has been allowed to race on putting other drivers' lives in danger. FISA must do something to stop this type of irresponsible driving by any F1 pilot. Well, sir, I for one will not be going to Adelaide. I see no point in watching a dead race. In fact, it is only the fact that Nigel Mansell has decided not to retire which will fuel my interest for another season. Oh! for the good old days of F1 when the racing was real racing and not the win at any cost that it seems to have become now. I look forward to some positive action by FISA to put F1 back into its position as the best motor sport - as its name suggests it is.

Roy D. Harrison Victoria, Australia

Unfair image of Senna

Sir, The crash with Alain Prost at Suzuka has once again heightened Ayrton Senna's bad-boy image. Yet, the most predictable result of the Japanese Grand Prix has been the press reaction. However, if we cast our minds back 12 months to Suzuka 1989 when the championship leader was Prost and Senna needed to win, it was Prost doing the shunting. It is now generally accepted that Senna was alongside Prost and that it was Prost who cut in to cause the accident knowing full well it would hand him the championship. And yet, Prost never received any public condemnation from Mr Balestre, the FISA president, neither was he slated by the press. The conditions and result were exactly the same as this year in that the guilty party won the championship. The one difference is that this time it is Senna who is world champion. I do not condone either driver for their actions but it does seem unfair that Senna's image remains that of bad-boy whilst Prost still seems to be the yardstick by which all drivers measure themselves. I get the feeling that had the championship not been fought by a French driver, Mr Balestre would not have reacted in such strong terms. After all, he did seem strangely quiet and devoid of comments last year when Prost smashed his way to the title.

T. Burford, Gt. Yarmouth, England.

Tribute to Sandro

Sir, It is a shame that a driver has to be struck by some sort of tragedy before we all show our appreciation towards him. In the cases of Gilles and Elio the real tributes came too late. But fortunately this is not the case as far as Sandro is concerned. The very few times I met Sandro in person in the paddock, I considered him to be a very likeable and amusing character and that is the best recipe for popularity. I am very sure that very many people are going to miss him on the tracks and the real fans are never going to forget him, no matter what. All we can wish for at the moment is that he makes a very speedy recovery, so that he can be back someday, doing what he enjoys so much and what the fans want him to do - racing as a front-runner in Formula One. I hope this letter is an extra encouragement for him to fight for a quick comeback. We wish you good luck, Sandro.

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Irrevocable damage done

Sir, As an impartial observer of F1 racing, I wish to express my concern for the sport. I sat down excitedly anticipating a great Japanese Grand Prix. All the ingredients were there: Prost, Senna and the title on the end of it. What transpired left a deep scar on the sport. Irrevocable damage was done not only to the remains of Senna's reputation, but to Grand Prix racing as a spectacle. Don't misconstrue my loyalties. I have no allegiance to Prost or Ferrari. As an avid fan of F1, I was annoyed that Ayrton Senna chose to settle the championship by using tactics which are unacceptable coming from a professional sportsman. Do

Senna's actions set a precedent? Is running your rival off the road now the accepted way of ensuring a world championship? Senna and some of his more simple-minded fans may bask in the illusory glory of his second title, but the real story of the year is terribly sad for the sport. Not only did his selfishness rob Grand Prix racing of what should have been the highlight of the season, it also made the sport look farcical to potential converts. Making F1 look farcical is not something that is novel to Senna. His constant references to religion are obscene and offensive coming from one who willingly puts other drivers at risk to achieve his own ends. FISA must act

to ensure that a repetition of this unfortunate event is avoided. Let us dispense with the euphemisms. Senna cheated and cheats must be punished. I would think that an instant penalty of 15 points would make Senna think twice about damaging the sport which has done so much for him. I am supremely confident Senna would return from the off-season a changed man. Maybe he would not return at all.

Guy Eggington, Morphetville, South Africa.



Every picture tells a story

Sir, Here in Holland every month we look forward to your next issue. In Holland you can't find one F1 magazine, we don't have a Grand Prix driver - but most disappointing is that we don't have a Grand Prix. My friends and I have been to Hockenheim and Francorchamps this year, and in Belgium we wanted to tell other race fans something. We would be very pleased if you would put our photo in your magazine. Maybe it will help us get our Grand Prix back.

Jack van Santen, Ermelo, Holland

Andrea's own fan club

Sir, As a regular reader of *Prix Editions*, I have noticed the photos of a humorous note. Sometime ago, you published a photo of the one and only Satoru Nakajima fan (in Europe, Ed) so I thought you may consider publishing one of two Andrea de Cesaris fans. It shows myself and Alasdair Dunsmuir from Scotland and we started the de Cesaris fan club at the Spanish Grand Prix in 1987. We know de Cesaris gets a lot of knocks and criticisms, but still after all his years in F1 he is still a 100 per cent racer. Not like a lot of drivers who seem to treat a Grand Prix each Sunday as a drive in the country. Our picture was taken, by the way, at Eau Rouge at this year's Belgian Grand Prix.

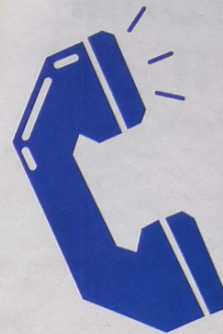
Stephen Wade, Redruth, Cornwall, England.



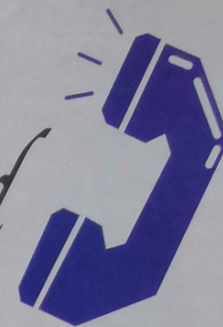
Summer in Adelaide, and the shadows are long over Nigel Mansell's Ferrari. Winter in Europe, though, and while the Formula 1 world - or its richer citizens - head for testing in Portugal or the South of France, **Prix Editions** will be taking its annual winter break.

Not for long, though: we'll be back on **February 25, 1991**, with volume 5 number 1: new features, new pages - all ready for the 501st! Please write to us over the winter - we'd like a bumper mailbag to start off the new season.

And don't forget that nothing will overshadow our coverage of Grand Prix racing - the greatest show on earth.



The Last Word



As we approached the last leg of the 1990 F1 World Championship after fourteen races I was personally on my last legs and not much looking forward to Round Fifteen. One has to prepare oneself for Japan. I recommend trying to put on a few pounds before you go, as British Airways Club Class dinner somewhere over the polar ice cap is the last real meal that you are going to get before you leave Japan. Watching the F1 teams desperate to leave immediately after the race is something that has not been seen since the panic stricken inhabitants of Pompeii were turned into life-size Barbie Doll pumice stones. But do not try using one of them to scrub up in the tiny hotel baths where even Snow White's dwarves would have difficulty washing their beards and their bottoms at the same time.

Like a herd of Swiss cows the experienced F1 person travelling to Suzuka can be recognised by the distinctive sound that he makes while travelling through the corridors at Heathrow Airport. Not bells around the neck but Bell's (or any other spirit) in the bag, as not only does getting drunk cost an arm and a leg, but you also have to do it very quickly as everything seems to shut around 9 pm.

We Westerners may have difficulty understanding the menu in restaurants but obviously the locals do too as most eateries have plastic replicas of the delights on offer displayed in the window. Believe me, if you actually manage to get hold of the replica you will enjoy your meal much more. A favourite pastime of the Japanese is to invite you out to dinner and giggle uncontrollably as they insist you try the sort of local delicacy that even they would not eat.

First-time visitors should note that there is no word in the Japanese language for "No". The old advertising slogan, "The Answer is Yes, Now what's the Question" wouldn't raise an eyebrow here. Hotel receptionists are the true black-belts of positive affirmation. "Where is my laundry?" "Yes". "Why didn't I get my breakfast that I ordered?" "Yes". I find it best to remain calm in these situations and play

childish games such as "Do you take pills to be this stupid?" "Yes" or "Is that your own mouth or are you just running it for an idiot?" "Yes".

Enough of the travel guide - on to the events at the circuit. The Japanese are fanatical about their motor racing especially Formula One but not so as you would notice. Driving to the circuit on race morning there is no traffic on the roads. Where are all the fans? The answer is simple. They have been camped (in perfect two-by-two formation) outside the circuit in sleeping bags on the pavement since Saturday night. Do the police object? No. They might remind the tifosi tramps to wash their teeth but it is perfectly good humoured. At 5 am the gates are opened as thousands of indecently petits pieds patter to their allocated seat. The Japan GP is sold out months in advance and when the pre-race warm-up gets under way the crowd allows itself to go into a frenzy of adulation. For the novice visitor to Suzuka I should explain that this involves clapping politely while shooting off two rolls of Fujicolor on a motordrive. Total hysteria greets the on-track appearance of the two only native drivers, Satoru Nakajima and Aguri Suzuki. NB. Total hysteria involves the same rigmarole as 'frenzy' with the addition of much waving of the Japanese flag, a white hanky with a perfectly formed red zit in the middle.

Eurosport TV commentator John Watson was walking across the paddock when a local fan rushed up to him in a fit of misguided recognition shouting "James Hunt, James Hunt". Assuming the poor fellow had no understanding of the English language, John said that he had never been taken for Mr Hunt and that anyone making this mistake should beg for forgiveness on bended knee. Imagine his surprise when the contrite fan dropped to his knees and like a Muslim at prayer began chanting, "John Watson, John Watson".

Here is a cautionary tale for any journalist who believes F1 drivers study the media closely. Nigel Mansell was com-

plaining about a less than complimentary article that had appeared about him in an English paper. "Was it in 'Today'?" asked a hack. "No" replied Nigel, "It was some time last week."

Getting back to the subject of drinking in Suzuka, the circuit hotel does have one bar designed to cater for European quaffing customs which goes under the name of "The Log Cabin". The "Rog Cabin", as it was spelt on the invitation that we received when it first opened, has an interior design style somewhere between Nanook of The North and the Seven Samurai, and on Sunday night was the venue for a riotous party involving the McLaren and Benetton teams. Even the new World Championship was there. Ayrton arrived in the bar and raising a large glass of vodka and tonic shouted: "Prost, that is German for cheers, isn't it?" One more large vod and ton found our hero gracefully draped over the very attractive shoulders of the two McLaren catering staff and the third one induced him to take to the dance floor in what I can only assume was a Monegasque version of the Lambada.

If the circumstances leading to Ayrton's second Championship were causing fear and loathing in the paddock the post-race press conference was a much jollier affair. Nelson Piquet, who has not won a race for three years walked into the Press Office and said "Hello, I don't know if you remember me but my name is Nelson Piquet and I would like to introduce you to someone you may have seen in the paddock this weekend; his name is Roberto Moreno".

If I have painted a bleak picture of motor racing in Japan I must add that not everything about the place is bad. I can really recommend the airport departure lounge when you know that you are minutes away from boarding a flight to Australia. I wasn't desperate to leave, I love Air Iraq, hell I would have even accepted Flight of The Valkyries as a carrier.



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FERRARI

1990 TESTAROSSA
1990 TESTAROSSA
1984 BOXER, 512BB
1979 BOXER, 512 BB
1977 512 BOXER
1972 365GT C4
1969 365GT 2+2
1969 365GT 2+2
1967 330 GTC
1967 330GT 2+2
1967 330GT 2+2
1967 412A (German Title)
1986 412A
1984 400A 5 Spd
1981 400A Convertible
1983 400A
1989 MONDIAL CABRIOLET T
1988 MONDIAL CABRIOLET
1988 MONDIAL CABRIOLET
1988 MONDIAL CABRIOLET
1985 MONDIAL CABRIOLET QV
1989 328 GTS
1988 328 GTS
1986 328 GTS
1982 308 GTS
1977 308 GTB
1977 308 GTB
1959 250GT PININ FARINA CPE
1958 250GT PININ FARINA CPE
1967 275GTB4
1974 246GTS DINO

LAMBORGHINI

1988 COUNTACH
1988 25th ANNIVERSARY
1981 COUNTACH
1988 COUNTACH
1971 ESPADA
1968 400GT 2+2
1967 400GT 2+2

ROLLS-ROYCE

1989 CORNICHE
1989 CORNICHE
1988 CORNICHE
1984 CORNICHE
1983 CORNICHE
1982 CORNICHE
1988 CORNICHE
1989 SPUR
1989 SPUR

SILVER/GREY
RED/TAN
RED/TAN
RED/BLACK
SILVER/TAN
RED/TAN
BLUE/BLACK
BURGUNDY/TAN
BLUE/RED
BLACK/RED
RED/BLACK
WHITE/WHITE
BLUE/TAN
BLUE/TAN
GREY/TAN
RED/TAN
RED/TAN
BLACK/TAN
RED/TAN
SILVER/TAN
BLUE/RED
RED/TAN
RED/TAN
WHITE/BLUE
BLACK/BLACK
SILVER/RED
RED/RED
YELLOW/BLACK
SILVER/BLACK

BENTLEY

1990 TURBO R
1989 TURBO R
1987 EIGHT
1986 MULSanne
1964 PARK WARD Conv, RHD,
UK Taxes Pd

MERCEDES-BENZ

1939 320B Conv
1963 300 SL
1960 300 SL
1960 300D 40Y
1952 300D CABRIOLET
1956 GULLWING
1955 GULLWING
1955 GULLWING
1955 GULLWING
1955 GULLWING
1961 190 SL
1964 220 SE CABRIOLET
1970 280 SL
1969 450 SEL 6.9
1967 420 SEL
1990 500 SL
1991 300 SL

1991 MERCEDES-BENZ 500 SL
BLACK/TAN
MIDNIGHT BLUE/TAN
BLACK/CREAM
BLACK/BLACK
BLACK/GREY (ARS)
SMOKE SILVER/CREAM
BLACK/BLACK
WHITE/TAN
ASTRAL SILVER/GREY

RACE CARS

1988 NISSAN GTP,
EX BRABHAM
1981 THEODORE (VIP)
EX TAMBA
1988 MARCH V8 INDY -
EX FITTIPALDI

BLACK/TAN
CHESTNUT/BROWN
EBONY/BLACK
BLACK/TAN
LYOYSTER/DK OYSTER
SILVER/BLUE
BLACK/TAN
BLUE/BLUE
LYOYSTER/DK OYSTER
WHITE

BLACK/BEIGE
BLACK/BLACK
WHITE/RED
BLUE/GREY
RED/TAN

BLUE/BLACK
BEIGE/RED
BLACK/TAN
BLACK/GREY
GREY/RED
WHITE/BLUE
BLACK/BLACK
WHITE/RED
WHITE/RED
WHITE/RED
BLUE/BLUE
NAVY/TAN
TAUPE/CREAM
RED/CREAM
PEARL BLK/GREY

RED/WHITE/BLUE

RIZLA

1987 MARCH V8 CHEVY
ILMOR
1988 PORSCHE 962
1987 FORD PROBE GTP
1986 MAZDA GTP LIGHT
1978 MAZDA RX-7 GT2
1977 FERRARI 308 GTB,
FIBERGLASS

OTHER

1988 EXCALIBUR
1987 AUSTIN HEALY
1933 AUSTIN AMERICAN
1965 ALFA ROMEO GTC
CABRIOLET
1964 ALFA ROMEO 2600
ROADSTER
1964 ALFA ROMEO 2600
SPYDER
1964 ALFA ROMEO SPRINT
1965 PORSCHE 356
CABRIOLET
1961 PORSCHE 356 COUPE
1974 JENSEN INTERCEPTOR
1968 WESTFIELD LOTUS XI
1973 TRIUMPH STAG
1971 CITROEN SM
1989 LINCOLN T/C STRETCH
LIMO
1988 LINCOLN T/C STRETCH
LIMO
1978 AUBURN
1991 ACURA NSX's

1991 ACURA NSX
SILVER/BLACK
RED/CREAM
RED/BLACK

ASTON MARTIN

1976 DBS, V8
1971 DBS, V8
1969 DBS, RHD

JAGUAR
1974 XKE III, V12, 4spd
1970 XKE II
1970 XKE II
1968 XKE COUPE

MASERATI

1972 MEXICO
1967 MISTRAL

IMSA
MALIVE
YELLOW
RED

BURGUNDY/RED
RED/GREY
BLUE/GREY
BLUE/BLUE
RED/BLACK
BLUE/BLUE
WHITE/RED
WHITE/BLACK
WHITE/BLACK
BLACK/TAN
GREEN/BLACK
YELLOW/BLACK
SILVER/BLACK
BLUE/BLUE
BLACK/GREY
WHITE/RED
CHOICE

BROWN/BEIGE
BLUE/TAN
WHITE/BLACK

SILVER/RED
YELLOW/BLACK
BLUE/BLACK
BLUE/BLACK

BURG/BLACK
CHAMPAGNE/TAN

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